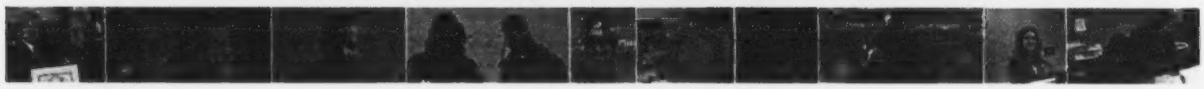
RoadRunner



BRITISH COLUMBIA
The Best Place on Earth

Ministry of Transportation and Infrastructure

Staff Newsletter May 2009

Ministry Shines at 2008 Premier's Awards

Submitted by James Penner, Project Information Coordinator

The fifth annual Premier's Awards has wrapped up for another year. Ever since the Premier's Awards began, they've served as a showcase of the best that the public service has to offer. Given the professionalism and commitment to excellence in this ministry, it's not surprising that transportation staff have done well in previous years, but this year was truly exceptional.

Out of nine nominations, we won three gold medals, three bronze and an honourable mention for the regional awards. That alone is a great showing, but it doesn't stop there.

Ministry staff were also recognized from nominations by other ministries. These included a nomination from the Ministry of Labour and Citizens' Services for the Inter-Agency Agriculture Compliance Committee (see Page 6) and a nomination from the Ministry of Forests and Range for the Bobtail Overpass. Those nominations added an additional silver medal and another honourable mention respectively.

This year, the Premier's Awards consisted of four regional award ceremonies and one provincial ceremony, held in five different locations throughout the province. Vancouver Island was the first to be recognized in Nanaimo on Jan. 21, followed by the Lower Mainland in Vancouver on Feb. 5.

The Interior ceremony was held in Kamloops on Feb. 23 and the final regional awards were held for the Northern Region, in Prince George, on March 4. The awards then culminated in a provincial ceremony, in Victoria on March 26.

continued on Page 3...

Premier Campbell congratulating Mt. Lehman Interchange Project member Lisa Gow as Partnerships ADM Frank Blasetti looks on.

Deputy Minister Peter Milburn, Jon Buckle and Gloria Valle at the Premier's Awards in Victoria.

Editor's Note

It's been a cold, long winter but things are beginning to warm up and the sun is staying longer. Now is the time for rejuvenation.

Trudging through the darkness of winter.

This issue, like spring, features many varieties of growth. Employees are participating in new mentoring ventures, trying out other jobs (observing goat behaviour or rising at 4 a.m. to set off explosives) or contributing their skills and experience in areas of the ministry that are new to them. Others, like some CVSE staff, are expanding their influence and extending their knowledge to people involved in landscaping, gardening, agriculture and commercial fleet management, to keep our highways safe.

Some employees have freshly certified qualifications having recently completed a course of study. This adds to their workplace and the professionalism of the public service.

Spring brings new beginnings.

What's new in your spring?

"One thing that never ceases to amaze me, along with the growth of vegetation from the earth and of hair from the head, is the growth of understanding."
– Alice Walker

Nancy McLeod, Editor

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The **RoadRunner** is an employee newsletter, published [illegible] times a year. We welcome your story submissions. Email your article as a word document (approx. 350 words) and your photographs as jpegs to: **RoadRunner@gov.bc.ca.**

In the email for your story, please attach the text as a Word document and attach the graphics (photos, charts, etc) as separate jpeg or pdf files. Please DO NOT embed graphics in the article – this compromises reproduction quality and the images may not be useable by our graphic artist.

You can check out the Employee Advisory Forum website for regular updates:
http://gww.th.gov.bc.ca/EAF/home_intra.asp.

For @Work – the Public Service Community Website, visit:
https://gww.gov.bc.ca/?email=yes

Browse the TRAN Online Store at:
http://gww.th.gov.bc.ca/gwwhr/content/store/onlinestore.pdf

Ministry Shines at 2008 Premier's Awards

continued from front cover

Mt. Lehman Interchange Project
Gold Medal

Receiving an award in the partnership category, the team responsible for the Mt. Lehman Interchange Project discovered a way to solve a long-standing transportation problem while actually making money on a project that cost $25 million.

Thanks to a creative approach to the project's design, the team was able to sell surplus land, which not only covered the ministry's portion of the project's cost but also raised an extra $14 million for other ministry capital projects. The new interchange makes driving along this section of the Trans-Canada Highway easier and safer for travellers.

Back row: Abbotsford-Clayburn MLA John van Dongen, Mike McGrenere, Lisa Gow and Premier Campbell. Front row: Bob Steele and Phil Christie.

W.R. Bennett Bridge Project Team
Gold Medal

The team behind the W.R. Bennett Floating Bridge won an award for innovation. This new $144.5 million bridge is the result of a close partnership with the private sector, which was hired to design, build finance and operate the bridge under a 30-year agreement.

This public-private partnership provided excellent value for taxpayers while enhancing the vital transportation corridor across Okanagan Lake.

It opened 108 days ahead of schedule, and motorists can now travel across the bridge without worrying about delays, unlike the old bridge that had to be raised to allow boat traffic to pass.

Back row: Jay Sutton, Grant Lachmuth, Premier Campbell, Jon Buckle, Dan Williams, Stan Cowdell and Jim Tait. Front row: Tammy Kuffner, Audrie Henry, Teresa Wood and Barrie LeBlond.

Heartlands Oil and Gas Road Team
Gold Medal

Since 2003, the Ministry of Transportation and Infrastructure and the Ministry of Energy, Mines and Petroleum Resources have worked together to make the Oil and Gas Road Rehabilitation Strategy a reality.

The award they received in the cross-government category demonstrates the close working relationship between the two ministries and showcases the culmination of the $176.5 million plan to rehabilitate roads and encourage oil and gas development in the Peace Region.

Since it began, the Oil and Gas Road Rehabilitation strategy has seen over 430 km of critical oil and gas roads improved and more than 185 new natural gas wells drilled.

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Back row: Gerry Allen, Tim Meszaros, Steve Szabella, Dean Daniel, Premier Campbell, Brad Rikley, Reid Drummond, Rick Matthews and Helen Evans; Front row: Gordon Wagner, Hali Davenport, Stephen Pal of Energy, Mines and Petroleum Resources (EMPR), Jim Guthrie (retired from TRAN), Sheldon Harrington (EMPR) and Lee Burton (EMPR).

Ministry Shines at 2008 Premier's Awards

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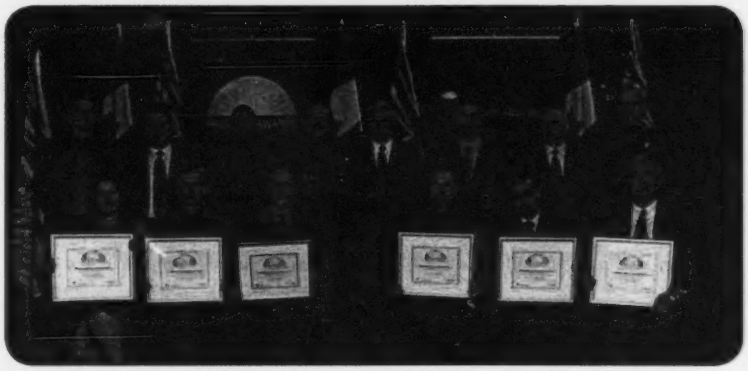
Inter-Agency Agriculture Compliance Committee
Silver Medal

A partnership award was given to the Inter-Agency Agriculture Compliance Committee. The committee was formed to better protect the rights and safety of farm workers and included representatives from the Ministry of Labour and Citizens' Services, the Ministry of Transportation and Infrastructure, the RCMP and others.

By coordinating their efforts, the committee improved information sharing and collaboration, enabling them to address common areas of non-compliance. Their efforts have seen a significant reduction in unsafe vehicles and the use of unlicenced farm labour.

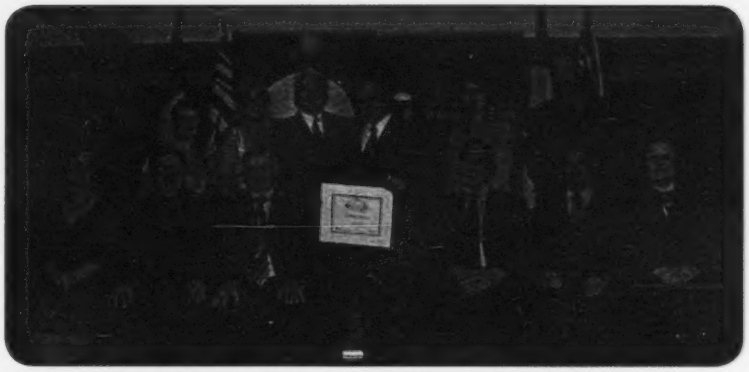


Steve Haywood (front row, third from right) represented the Ministry of Transportation and Infrastructure. Missing is Greg Gilks, who was also on the committee but unable to attend the award ceremony.

Provincial Permit Centre Team
Bronze Medal

The Provincial Permit Centre Team's development of a one-stop shop for commercial transportation permits was recognized with a service excellence award.

Before the Provincial Permit Centre was established, commercial drivers had to either phone or stop at an open inspection station to get their permit. By bringing together highly-trained personnel and web-based technology, the Provincial Permit Centre can process more permits in less time and provide commercial drivers with a more consistent, accessible and timely permit service.



Back row: Wendy Herring, Lyn Ashcroft, Premier Campbell, Terry Morris, Janet Weideman and Bart Chenuz. Front row: Julie Willsie, David Steffy, Jim Guthrie, Paul Meckler, Rick Chaffee and Leslie Haltner.

John Tweedy
Bronze Medal

Working for close to 30 years keeping travellers safe from avalanches makes for a remarkable career, and it's one that earned John Tweedy an award in the legacy category.

John has selflessly contributed his time and energy to share his ever-expanding knowledge, and lead the adoption of new avalanche control technologies.

He is described as a leader who inspires others to raise the level of their skills and knowledge. John's enduring legacy is the continuous advancement of B.C.'s avalanche program and the present generation of Canada's skilled avalanche professionals.

Premier Campbell and John Tweedy

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Ministry Shines at 2008 Premier's Awards

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Stocking Creek Retaining Wall
Bronze Medal

The Stocking Creek Retaining Wall team received an award for innovation. Stocking Creek crosses the Trans-Canada Highway near Ladysmith on Vancouver Island. The nearby retaining wall needed to be replaced, as it was at the end of its service life. If the wall collapsed, it would have completely shut down the highway and damaged the fish-bearing Stocking Creek. The team responded quickly, employing a little-known technology called Step Faced Sierra Sloped Wall. This method uses wire baskets, an erosion mat and wrappings filled with on-site materials. The process cost 30 per cent less than a standard reinforced concrete wall, required less labour and was more environmentally friendly.

Back row: Wayne Janusson and Darren Englund. Front row: Wayne Jentsch, Scott MacDonald, Premier Campbell and Terry Murphy.

Trucking Winter Preparation Team
Honourable Mention

Receiving an award in the service excellence category, the members of the Trucking Winter Preparation Team were recognized for their efforts to make travel easier and more reliable for commercial vehicles in British Columbia.

The team was made up of ministry staff, representatives from the trucking association and other stakeholders. Working together, they developed strategies to educate drivers on winter preparedness, improved the road condition information truckers receive and worked with first responders to minimize road closures.

Glenn Olleck, Premier Campbell, Sherry Eland, Bill Smith and Grant Lachmuth.

Bobtail Overpass Team
Honourable Mention

The Bobtail Overpass engineering team was given a service excellence award, highlighting the great work they did on the newly-constructed forestry bridge, which passes over Highway 16, about 50 km west of Prince George. The volume of traffic on Forestry Service Roads has increased dramatically recently, due to industry efforts to harvest beetle-killed timber. Safety was a concern on Bobtail forestry road, as it forced forestry traffic to cross the highway. Working together, the forestry and transportation ministries built the overpass, dramatically improving safety and meeting the needs of the forest industry while accommodating for future highway improvements. ♦

Ed Cienciala (front, far left) and Ron Blight (front, far right) from the Ministry of Transportation and Infrastructure with Ministry of Forests team members

Partnership Improves Farm Vehicle Safety, Wins Silver

Submitted by Steve Haywood, District CVSE Manager

In March 2007, a vehicle transporting farm workers was involved in a tragic collision that resulted in three deaths and many serious injuries.

During the post-crash inspection many deficiencies were found in several areas, including the mechanical safety of the vehicle, driver qualifications, seatbelt availability and use, and the vehicle being loaded over capacity. CVSE was immediately dispatched to determine the severity of other issues within this industry as a whole, and was joined in this effort by three supporting agencies: Worksafe BC, RCMP, and the Employment Standards Branch of the Ministry of Citizens' Services.

The initial compliance within the industry, was to say the least, not very good. Every day yielded more overloaded vehicles, lack of seat belt use and a myriad of serious mechanical deficiencies. It was evident that a major problem existed with farm labour transport. Thus a partnership of the four agencies was formed, and we became the Inter-Agency Agriculture Compliance Committee. Safety improvements had to be made to stop any future tragedies.

Over the course of 18 months, a massive inspection and education program was established, with an extreme improvement in compliance being the main goal. Through the hard work and dedication from all involved inspectors and officers, an inspection failure rate that started at 47 per cent dropped all the way down to 11 per cent by the completion of this past farming season.

Voluntary road check April 7, at the Nordel Inspection Station.

The 11 per cent achieved, was far below both the provincial and national average for commercial vehicle failure.

A multitude of techniques in various languages were employed to gain this compliance.

There were educational seminars, a voluntary inspection program, development and launch of a website, establishment of best practices, and the trusty old blue paper (ticket) enforcement for those who required such.

The partnership of the agencies culminated with a silver award at the 2008 Lower Mainland Region Premier's Awards ceremony in – fittingly enough – the partnerships category (see Page 4).

We were disappointed to not get the gold, but at least that went to another Ministry of Transportation and Infrastructure project – the Mt. Lehman Interchange group.

This partnership did not end with the award, as a new farming season is just around the corner. This means that as the farm labour transport vehicles hit the road, they are sure to be checked for compliance by the ever enthusiastic folks in yellow coveralls. ♦

An Avalanche of Avalanches
Working through West Kootenay's Storm Cycle

Submitted by Lisa Canfield, District Services Manager

A winter storm cycle was an incredible time for communities in the West Kootenay District, Jan. 6 to 10!

As the highways were closed, communities became isolated, some for days. The regional and district avalanche crews in the West Kootenay District worked amazing hours assessing, closing and opening the highways in this area.

The Kootenay Regional Avalanche Crew (who cover east to Fernie/Invermere, north to Lardeau/New Denver, and West to Grand Forks) reported 180 avalanches (not including the Kootenay Pass), and 115 of these affected the region's highways and roads.

Besides the avalanches that covered the roads, 10 preventive road closures were initiated. The crew conducted six helicopter bombing

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An Avalanche of Avalanches
Working through West Kootenay's Storm Cycle

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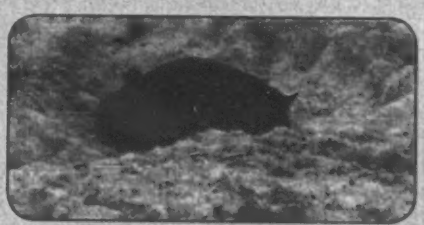
missions, just prior to the cycle and four more in the final stages. In all this, there were only two reported incidents: a vehicle became stuck in avalanche deposit while trying to drive through it, and a person ignored the flag person at a locked gate and walked through the closed area.

The Kootenay Pass Avalanche Crew (who cover Highway 3 between Salmo and Creston) reported 75 cm of snow with wind speeds in excess of 100 km/hr and temperature ranges of -11 C to .7 C. The Gaz-ex (a remote avalanche gas explosive system) fired 79 shots in 72 hours. Within this stretch of road, 2.5 km of three-lane highway was under an average of 3.5 metres of avalanche debris, with some deposits five to six metres deep. The highway was closed for 85 hours and 35 minutes (the longest recorded single closure.) On this stretch of highway, more than 100,000 cubic metres of avalanche debris was removed before the route could be opened. Incidents reported were six commercial trucks stuck in the closed area (five were able to turn around and leave after 24 hours) and an unmanned excavator was struck by an avalanche, moving it 10 metres. ♦

Avalanche crew members Will Geary, John Wylie, Robb Andersen, John Tweedy (leader of Kootenay Pass Crew), Dave Smith (leader of Kootenay Regional Crew) and Kevin Maloney. In front is trained avalanche rescue dog Akilo who belongs to Robb.

Images from the Avalanches

John Tweedy in a cleared area at the west side of Kootenay Pass, on Highway 3.



A bobcat relaxes in the avalanche debris.

Highway 31A gets dug out from one of the 115 avalanches that struck the West Kootenays

Anne Hazlewood – An Unconfined Career

Submitted by Holly Adems, EAF Road to Opportunity Team Member and Special Events Coordinator

Foreword from Holly: As a member of the EAF team which focuses on career development, I believe in the power of individuals to reach their potential, through challenge and achievement. Hope Area Manager Anne Hazlewood has a rather unique work history and background, which have led to several transportation-related positions with the provincial government. Anne is such a good inspiration for others in the ministry, that I asked to interview her, in March. The following is what she had to say about her career path.

"My work experience started in England where I worked as a police officer for two years. When I married, my husband had a career wish to be a mounted police officer, in Canada.

We fulfilled our dream to move to Canada, and arrived in Ontario, in 1980. In 1981, we moved to B.C. – and yes, my husband became an RCMP officer.

Anne is the confined spaces representative for the South Coast Region. Here, she is inside a girder of the Port Mann Bridge.

We settled in Vernon, where we raised a family of two sons.

In 1999, I was hired by the Ministry of Solicitor General, as a Commercial Transport Inspector, at the Haig Inspection Station on Highway 7, in Hope. There had been a hiring campaign that attracted over 600 applicants. I was very pleased to be one of the 40 hired. I believe my background as a police officer in England was a key qualification for the CVSE enforcement position. I enjoyed the job very much as a CVSE inspector. It involved dealing with the public and truckers, education and enforcement, commercial vehicle and dangerous goods inspections, and of course, crawling under trucks to conduct inspections outdoors in various weather conditions.

Anne Hazlewood at work in her Hope office.

In 2005, a position was advertised for a six-month training position as a Bridge Area Manager with the Ministry of Transportation. I won the temporary position, and started at the Lower Mainland District, in September 2006. When the job was posted to competition, I was happy to win the Bridge Area Manager job.

This was a very rewarding job! The work was independent, lots of variety, frequently outdoors and involved project management, audits, bridge inspections and attending accident sites involving bridge structures. In particular, I enjoyed the good working relationships with the staff and the maintenance contractor representatives. Working with the staff in a team environment in the district office was a great experience. As a Bridge Area Manager, you can't be afraid of heights. Part of the job is climbing, with safety equipment of course, to the tops of high structures such as the Alex Fraser Bridge and Lions Gate Bridge – something not for the faint of heart. In mid March, I was successful in getting the Roads Area Manager position in Hope – another new adventure.

I am still doing what I love to do – working outdoors, being part of the ministry's district team, and working with the maintenance contractor on road maintenance issues. I started in the spring this year, but am ready for next winter dealing with road or snow conditions on the Coquihalla Highway and Highway 1 in the Fraser Canyon.

It's all been an awesome experience so far!"

For more stories of employee career progression in the ministry, see the profiles contained in the EAF's Career Start Initiative:

http://gww.th.gov.bc.ca/eaf/csi/profiles.asp. ♦

Why Desk Books?

Submitted by Jackie Chambers, Road to Opportunity Team Member and Project Management Technician

Some staff may already have some form of a desk book and not even realize what an awesome tool they have created.

Desk books are "cheat sheets" for each aspect of your job, which outline procedures for job responsibilities. However, a desk book is much more than just reference material – it's a great tool for mentoring and training, and can provide confidence to someone who is learning a new position, whether they are a seasoned employee or a new hire.

Desk books are especially effective in administrative positions, but their usefulness is not limited to this type of work. Whether you do certain tasks regularly or not, writing down the procedure provides a step-by-step outline for yourself, or for someone who may step in and do your job while you're away, or for cross-training opportunities.

Finance and Administration Secretary Cystal Chenier and Administrative Assistant Lawrence Barichello refer to a desk book of procedures.

A desk book can be as organized as you want to make it; perhaps having tabbed sections for different aspects of your job. For example, for hired equipment, you could have forms that need to be completed, instructions on how to complete them (have a copy filled out in your desk book), who requires copies and how to use the Hired Equipment Program Information (HEPI) system. Screen prints are a quick and easy way to provide information.

Consider this with the number of electronic systems we use each day, such as CPS, DAS and TRIM – just to name a few.

A desk book is only as good as the information that is in it. Keeping it up to date is important, and before you go on vacation is a great time to update. The more information the better – providing procedures, forms, contacts and links will be helpful to someone else doing your duties. Keep in mind the one-offs that you may do, and consider placing them into a desk book for easy reference.

It seems that almost daily someone is leaving the ministry. What a great way to leave a little piece of yourself, by leaving behind your knowledge in a desk book. You'll be surprised at how much you have in your head when it comes to organizing your desk book!

If you want to know more about desk books, please contact myself or Crystal Chenier, who was the inspiration for this article...thanks Crystal! ♦

Acronyms Ahead – Proceed with Caution!

Submitted by Trent Folk, Walk the Talk Team Leader, District Engineering EIT

WARNING! What you are about to read may not make any sense at all. Don't let that discourage you; it doesn't make sense to me either, and I wrote it. If you need help, refer to the @ Work website's Wiki: https://sp.gww.gov.bc.ca/Wiki/GovSpeak/Home.aspx and enjoy my story.

HR hired me as an EIT with the BCPSA a couple years ago. As a new employee, complete with IDIR access to the LAN and a CPU, there are so many things to learn about and my EPDP didn't have near enough space. Where to start? My BUM keeps telling me about TISs, TCPs, TMPs, MSNPs, B/Cs, NZEVs, AADT, CMFs, CAiCE, TAC, HAS, and CIS which is great for my technical development…I think? I mean CSI is a good show (I prefer CSI Las Vegas), but why do I need to learn about it at work? Oh…CIS, not CSI...my mistake! It really is tough not to get sidetracked.

I was rather confused when a woman from the COPS group kept telling me I was AWFL and I haven't filled out my CPS coding for my ERs. I didn't know there was that level of enforcement within MoT... Oh wait, now we're TRAN, but why do people keep calling us MoTH? What? They aren't real cops? They're just finance people? That's misleading…no wonder she's wearing a leopard print top and not a uniform, maybe I'm thinking of CVSE.

There was a number of others hired at the same time as me. They should be in the same boat as me; maybe they can help decipher the jargon. The TELP program is flourishing. These former TELPs are now BAMs, AMs, DA Techs, DOTs and MDPs. Our CBs are often filled with work-related conversations.

The BAM just finished his AM certification through BCIT, and will be bumped up an STO level. The MDP talks about problems with his projects: RFP, RISP pulls and the DFO and MOE consultation he just did. Shouldn't the PM group be doing that stuff?

Nope…they're busy preparing projects in anticipation for funding from the MPB and HOGRRS programs. Ha…HOGRRS, that's my favourite! The AM and DOT talk about the MC, NCRs and the recent CHRIS training… apparently they use GPS now? Great? My DA co-worker tells us about the chat he just had with the PAO about access to a UAD4 and expresses his concern for eDAS.

Ahhhhh! This isn't a break, and it sure didn't help decipher anything; in fact, now my head hurts. What does it all mean?

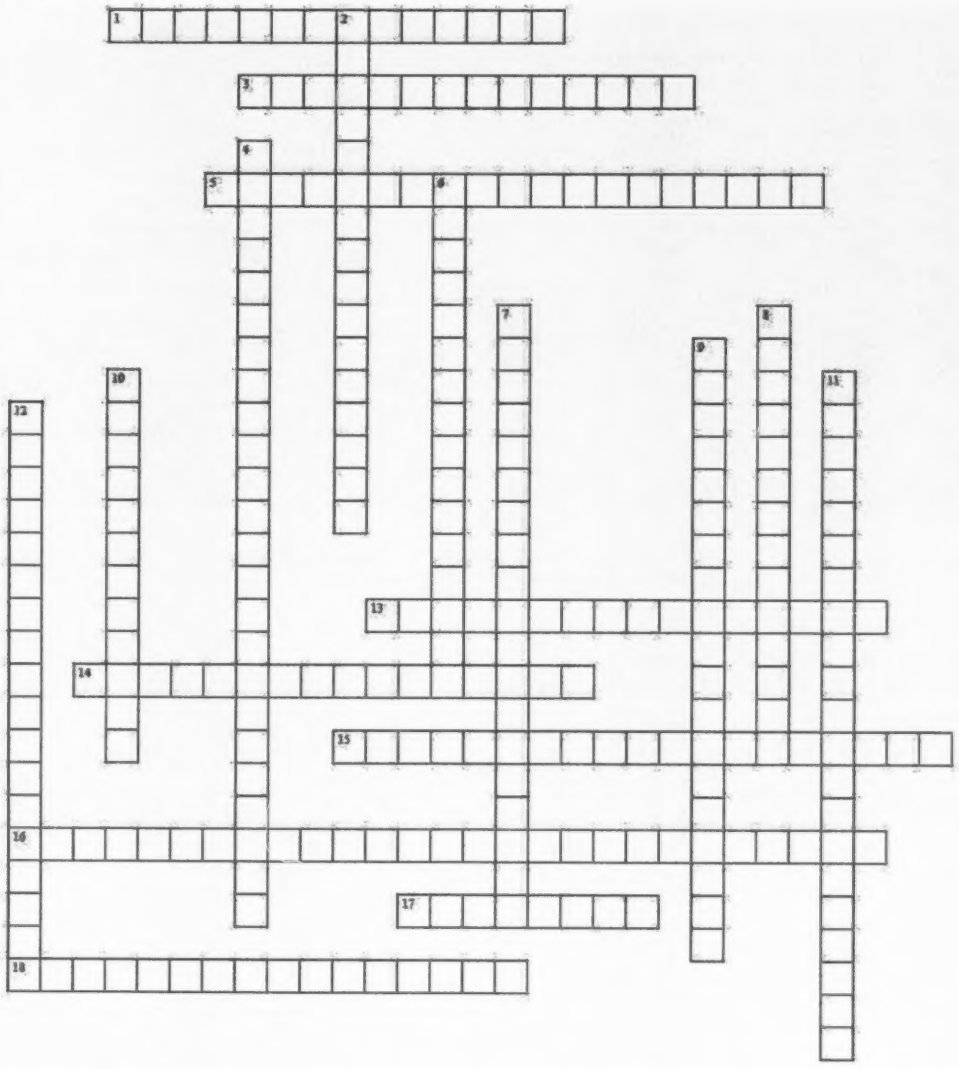
I think I'll have to figure out how to use TOL because I'm going to need to take some CTO or ETO to figure this out. Oh, that's right, I'm in the PEA not the BCGEU, I don't get CTO or ETO, I'll have to use some of my OSS. Is it true that if I use TRIM, I get Wrestling Day off?

If you need as much help as I do figuring out what people are talking about, please refer to the Wiki on the PSA's @Work website. The website may help you decipher important documents, or understand in a new way, what was brought up at that meeting you just attended. And for the sake of your co-workers' sanity, and as a courtesy to those outside the ministry, please: use acronyms with caution. ♦

Acronym Crossword

Submitted by Trent Folk, Walk the Talk Team Leader, District Engineering EIT

Can you spell out what these ministry acronyms stand for? (Do not include spaces between the words, when filling in the phrases in the boxes below). For answers, see page 32.



ACROSS	DOWN
1 JV	2 VE
3 QC	4 PMS
5 MSO	6 TOR
13 FO	7 BUM
14 RD	8 DM
15 CFS	9 PAB
16 EMR	10 HQ
17 OT	11 EAF
18 LAN	12 GAS

Presentation Advice Provided in Eyes of Executive

Advice on making presentations is now available on the EAF web site. A video of the *Through the Eyes of the Executive* session, delivered to the EAF last spring, is posted at: http://gww.th.gov.bc.ca/eaf/ExecutiveVideo.asp

In the video, Highways ADM Mike Proudfoot and former HR Director Marilyn Wargo provide recommendations on how to give a concise, clear and confident presentation.

Anticipating questions, identifying how your topic ties in with the ministry's priorities and rehearsing, rehearsing and rehearsing are among the tips.

Some EAF Team Leaders reviewed the video in March, before making a presentation to Executive, and all who did, found it helpful. (A summary of our Executive Report-Out and action items is now on the EAF Internet site).

This is valuable information for anyone making any kind of presentation to anybody! ♦

What's Special about Mountain Goats:
Highway 97 Improvements

Submitted by Rampaul Dulay and Written by Brian Churchill, R. P. Bio.
Senior Biologist, Chillborne Environmental

The valley highways linking the major population centres in the Okanagan District are not generally perceived as mountain roads, yet three km north of Summerland, on Highway 97, a local population of mountain goats has become a special challenge for Project Manager Rampaul Dulay, Environmental Services Manager Brent Persello and contractor Arthon Construction. The environmental assessment didn't foresee the impact that mountain goats would pose to meeting the environmental stewardship mandate. Ministry Project Representative Al Jones and crew members Wes Yuckin, Geordie Robertson, Vondie Larson, Rick Hundt and Carolyn Turcotte have met the daily challenges of managing a complex project infused with mountain goat issues.

Goat with cement highway divider. Great care has been taken in the twinning of Highway 97, to minimize impacts on the goats.

When we think of mountain goats at all we envision animals as described on the Ministry of Environment website. http://www.env.gov.bc.ca/wld/documents/mtngoat.pdf). "The shaggy white mountain goat... a plodding mountaineer whose snowy colour makes it well-adapted for escaping detection in wintry landscapes. ...The universally white colour of the mountain goats suggests that the species evolved for thousands of years in close association with snow and ice (with a) preference for rugged, remote habitats."

Not so for the Summerland herd. The Highway 97 twinning project is located in B.C.'s south Okanagan, the driest, hottest ecosystem in the province – not usually mountain goat country. The highway closely follows the boundary between a bunchgrass ecosystem, the hottest and driest landscape in the province, and a ponderosa pine ecosystem – the warmest and driest forest landscape in B.C. Neither landscape is usually home to mountain goats.

An inquisitive mountain goat looks down at the photographer.

Along the sagebrush hillsides of B.C.'s pocket desert, rattlesnakes, jumping mice and other unusual animals, along with a number of potential rare and endangered plant communities identified in a project assessment, were expected to create challenges. Mountain goats were only "incidental." However, while mountain goats are not unknown in the Okanagan Similkameen, they are usually white spots on far off hillsides at Headly or Oyama.

Continued on Page 12...

Geordie's Goat Observing Duties

Submitted by Rampaul Dulay, Project Manager

Geordie Robertson keeps a close eye on the goats.

Scientific/Technical Officer Geordie Robertson has taken on the role of "Goat Observer," to ensure the Summerland goats aren't negatively affected by construction. Geordie is a great example of how ministry employees step up to the plate to take on any challenge – going beyond their technical duties and skills.

Geordie's duties include:

- Record times when goats show up on top of the bluff in the morning;
- Observe any impacts on the goats' behaviour during blasting, i.e. goats stop chewing and look up, or goats kept chewing; goats jumping or bolting due to stress;
- Monitor goat eating habits, i.e. note when the goats eat and bed down to digest, and;
- Ensure goats are 500 metres away from any blasting activity. (A goat herder, hired by the ministry, gently coaxes the goats away from blasting sites. This position is filled by a member of the Penticton Indian Band, who is highly experienced in goat herding.)

What's Special about Mountain Goats: Highway 97 Improvements

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If mountain goats are noticed at all, it's by the dedicated naturalist or hunter. The Summerland goats are the exception. Hanging out at "Goat Bluff" right next to the highway, these animals are found year round at low elevations and are a popular sight for local residents and commuters.

These mountain goats are relatively recent residents, according to local biologists Brian Harris and Al Peatt. Two young goats appeared on the rugged bluff in the early 1980s, and obviously were successful in establishing families. Now a population in excess of 20 animals calls this small isolated habitat, home, although clearly restricted to the bluffs just above the highway.

Easily seen and unusual in their closeness to the highway and humans, these goats have a special place in the hearts of Summerland residents, who demand assurance that all possible care is taken to lessen the impacts on the goats, from the Highway 97 twinning construction.

Project Manager Rampaul Dulay has worked with the Ministry of Environment, brought in qualified environmental professionals for advice and negotiated protection for these goats with contractor Arthon Construction.

Providing environmental stewardship in this project has been a challenge but has been helped by some surprising reactions by the goats themselves, but that is a subject of another story. ♦

Highway 97, pictured in an artist's rendering, passes through a warm, arid area which is not typical mountain goat territory.

Have You Been Vista-ed Yet?

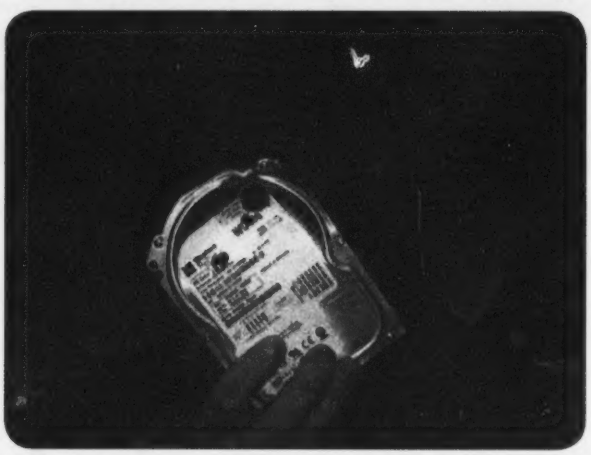
Submitted by Stephen Omelus, Information Management Planning Analyst

It is early here at HQ, at 940 Blanshard Street, in Victoria, and the work has already begun for the Refresh Team. The technicians arrive at the crack of 8 a.m., and are hard at work organizing workstations, monitors, desktops, laptops, mice, keyboards and everything else necessary in the staging area. Before the clock strikes nine they are well into the day's scheduled installs.

The day before deployment, the ministry Upgrade 2.0 Team (or U2 for short—the number two refers to the fact that this is WTS' second government-wide refresh) had magically copied some of the important data from the XP workstations slated for refresh.

This step is a very important one since these files have a lot of the user's information like calendar data, emails and that sort of thing. Next, at the user's desk, the technician will run a special program that will physically lock the hard drive and prevent it from spinning. This way, if the workstation goes missing sometime during the day there is no risk of anyone stealing data. After that, it is simply a matter of plugging in the new workstation, setting up the 22" LCD monitor, and giving the user a quick demonstration of their new equipment. The fun part actually comes later in the afternoon when the technicians take all the old workstations and physically drill holes into the hard drives, so information cannot fall into the wrong hands!

Senior Manager for Rehabilitation and Construction Rodrigo Disegni, had this to say about his experience: "The technicians that swapped my computer were great. They asked lots of questions to make sure that I was satisfied with my new computer".



With the new Vista system installed, the old hard drive has been drilled and destroyed.

If the installs go without a hitch (which is most of the time), it is due entirely to the fact that Dan Kenyon, Gerry Batt, and the rest of the U2 team have put in long hours to make sure that everything goes as smoothly as possible. Whether that means unpacking workstations the night before to ensure that all recent patches and updates have been installed, or creating special programs to back-up data, or physically picking up Vista computers from the warehouse, the U2 Team has met the challenge head-on.

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Have You Been Vista-ed Yet?

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When asked about some of the challenges of the U2 Project, Dan responded that the biggest issue so far has been users' acceptance of the new Vista platform and having to re-familiarize themselves with the Microsoft Office suite of products. "Much of the look and feel of Office 2007 remains the same as earlier versions," Dan said. "The only real difference is the ribbon; it is the ribbon that users are finding most challenging. So in order to assist employees with the transition," Dan continued, "a number of learning resources have been offered throughout the province." For those not yet refreshed, the ribbon is Microsoft's newly redesigned toolbar at the top of any Word, Excel, Outlook or PowerPoint page.

At HQ, there has been a very positive response from those that attended the Vista awareness sessions, offered by Nexient Learning. Many attendees have reported that once they have become familiar with the ribbon and the layout of Office 2007 it is far easier to navigate than previous versions. One person reported that "The first 15 minutes I spent trying to use Word 2007 were some of the most frustrating. Nothing was where I remembered, and it seemed that there were just too many options at the top of my screen." But, as soon as he began to play with the program and explore where the different functions were, things started to make sense. "All of a sudden I began to understand the relationships between the groups. It makes sense that under 'Insert', for example, you would find 'Table'". I found Word 2003 frustrating because I would always go to 'Insert' when I wanted to add a table, but would of course have to go to 'Table' and then 'Insert'. Office 2007 just makes more sense".

That individual's experience is exactly what Microsoft hoped users' reaction would be. The overriding design goal for the new user interface, Microsoft says, is to make it easier for users "to find and use the full range of features these applications provide," while preserving "an uncluttered workspace that reduces distraction for users so they can spend more time and energy focused on their work."

In addition to the hands on training, awareness sessions and desk-side support, there are also several resources on the Internet that will hopefully ease the transition to the Vista environment. The Information Management Branch has created a "How-To" webpage with links to "Tips and Tricks", user guides, video tutorials and a whole lot more. Our goal, Senior Manager of Planning and Client Services Cathy Grossmith said, is to "create a one-stop resource for everything to do with the Vista refresh. If a user is unsure about how to change the default font in Outlook, for example, we want them to be able to visit our site and within three clicks of the mouse be able to find instructions." If users have found any tricks or tips, Cathy added, "we ask that they share them with us so that we can post them to the site."

In addition, all the ministry U2 team members work hard to ensure that WTS incorporates our ministry's unique and complex requirements. In the regions and project offices, the ministry U2 Refresh teams are working hard coordinating schedules, hardware, software, staff and install teams. Regional and HQ staff are doing everything they can to ensure that your refresh experience is positive.

Currently, about 60 per cent of the ministry has been upgraded to Vista or is in the planning stages, with about 850 workstations remaining, and the U2 Team is working hard to have the remainder completed by the end of summer. So a special thanks to our hardworking U2 Refresh Team!

The U2 Refresh Team

HQ	Region 1	Region 2	Region 3	Project Offices
Cathy Grossmith	Peter Fu	Joey Alain	Wendy Herring	William Ng
Jeff Dorion	Karen Gong	Bill Richards	Ryan Todd	
Gerry Batt				
Dan Kenyon				
Shamir Sayani				
Stephen Omelus				

For further information and resources regarding the Vista refresh, please visit the IMB website at: http://gww.th.gov.bc.ca/IMB/

To learn more about the Upgrade 2.0 project and why government is moving to the Vista platform, please visit the WTS website at: https://workplacetechnologyservices.gov.bc.ca/Upgrade2/why.htm ♦

The Provincial Transit Plan

Come Ride with Us...and See How Transit is Green!

Submitted by Jean Bishop, Transit Analyst

In the last issue of the Road Runner, we talked about how we need to change the transit culture, if we are to move from car dependent trips to transit trips.

In this issue, we are introducing the concept of green transit, and promoting how these green options contribute to a more sustainable transit choice.

Many people perceive that public transportation is not as enjoyable or comfortable as using your own personal vehicle. On the other hand, it is becoming more widely accepted that public transportation reduces transportation related emissions, eases congestion and gives people using the system time to relax, instead of fighting feelings of road rage.

What is Green Transportation?

Wikipedia defines green transportation as "a category of sustainable transport which uses human power, animal power and renewable energy. In common usage, public transport is considered a green transport option in comparison with private vehicles..."

Traditionally, green has been thought of as environmentally friendly. But what does that mean for transit? When discussing green transportation, there are many factors that have to be taken into account – one of the more obvious being the type of fuel used. Clean diesel, hybrid, solar, electric and hydrogen fuel cell sources of power are all considered better for the environment than those fuels they are replacing.

So, why else is transit considered green?

Public transportation reduces greenhouse gases and conserves energy

- The average North American works 27 hours per month to own, maintain, insure and operate a vehicle. For us in the civil service, this translates to a 20 per cent reduction in wages!
- The "leverage effect" of public transportation, in the U.S. for example, supporting transportation efficient land use patterns, saves 4.2 billion gallons of gasoline – more than three times the amount of gasoline refined from the oil that the U.S. imports from Kuwait.

Public transportation improves air quality

- Public transportation reduces pollution and helps promote cleaner air.
- Public transportation produces 95 per cent less carbon monoxide (CO), 90 per cent less in volatile organic compounds (VOCs), and about half as much carbon dioxide (CO2) and nitrogen oxide (NOx), per passenger mile, as private vehicles.
- The average car will emit 34.4 kg of hydrocarbons a year, 4,029.3 kg of carbon dioxide (C02), and 29.kg of nitrogen oxides (Nox). Multiply the emissions by each of the over 12 million cars in Canada, and you begin to grasp the magnitude of the problem. Six of the seven major air pollutants come from cars and light trucks.
- Transportation is the single largest source of greenhouse gas emissions in Canada, accounting for about 25 per cent of total emissions. Environment Canada has estimated that for every 2,000 litres of gasoline consumed, the average car produces 4,720 kg of carbon dioxide, 186.6 kg of carbon monoxide, 28 kg of volatile organic compounds and 25.6 kg of nitrogen oxides.
- According to Environment Canada, 12 per cent of our greenhouse gas emissions come from cars and light trucks.

Public transportation reduces gasoline consumption (U.S. figures)

- Each year, public transportation use in the U.S. saves 1.4 billion gallons of gasoline. This represents almost four million gallons of gasoline per day.
- Each year in North America, public transportation use saves the equivalent of 34 supertankers of oil, or a supertanker leaving the Middle East every 11 days.

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Come Ride with Us...and See How Transit is Green!

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- Each year, public transportation saves the equivalent of 140,769 service station tanker truck trips clogging our streets each year.
- Public transportation use saves the equivalent of 300,000 fewer automobile fill-ups every day.
- The typical public transit rider consumes, on average, one half of the oil consumed by an automobile rider.

Public transportation eases traffic congestion (U.S. figures)

- According to the most recent Texas Transportation Institute (TTI) report on congestion, in 2005 for the U.S., public transportation saved travelers 541 million hours in travel time and 340 million gallons of fuel.
- Without public transportation, congestion costs would have been an additional $10.2 billion.
- In Canada, at 1/10th the population of the U.S., we can expect proportionally similar savings.

Public transportation fosters healthy lifestyles

- Public transportation fosters a more active lifestyle, encouraging more people to walk, bike and jog to transit stops. Travel survey data for transit users finds that walking to and from transit helps inactive people attain a significant portion of the recommended minimum daily exercise they need.
- The 2004 Canadian Community Health Survey, for example, found that Canadian adults who lived in large cities – and thus had more access to sustainable transportation options – were less likely to be obese than those who lived outside metropolitan areas (Statistics Canada, 2006).

With all the benefits that transit provides to our global environment, urban quality of life, daily travel requirements and family budget, it will continue to grow in popularity and continue to support B.C. becoming more environmentally aware. ♦

Lunch and Learn Video Series Update – Transit Trends: What They Mean for Our Ministry

It has been a few months now and the Transit Branch has held four successful lunch and learn sessions in Victoria. The videos are being shown to highlight how different cities around the world have addressed traffic congestion, commuting trends and car alternatives. The videos shown so far have been:

1. London: The Price of Traffic
2. Paris: Vélo Liberté
3. Seoul: The Stream of Consciousness
4. Portland: A Sense of Place

The turnout has been excellent and boardroom 3A (the building's largest) has been packed. The discussion sessions after the documentaries have participatory and lively. Thank you to everyone who has joined us – we hope you have enjoyed the videos so far!

The last session before the summer, will be:

May 19 – Bogotá: Building a Sustainable City – How Enrique Penalosa, the former mayor of Bogotá, Colombia, used urban planning to create alternatives to automobile culture.

We are planning new sessions starting in September, and will update you next time with dates and documentary titles. Go out and enjoy the warm weather on your transit system! You might be surprised at what transit can offer you... and what you can offer to our environment.

Transit Analyst Jean Bishop, moderator of the Transit Branch's lunch and learn sessions.

Please remember that all ministry employees throughout the province or those that missed a screening, are encouraged to send Jean Bishop a request for any of the above DVDs. Additional showings can also be arranged per request. ♦

New Staff in the Transit Branch

The Transit Branch continues the challenge of rolling out the new 12-year Provincial Transit Plan, and to do this we recently brought on some new staff with new skills.

Julie Lawrence has won the competition as the Transit Financial Analyst.

Jean Bishop and Sean Owens competed against 46 applicants to win the two Transit Analyst positions.

David Gaddes has been reassigned to the Transit Branch from Project Management Support Services.

Kevin House will continue as an A/Transit Analyst, until he goes to university this September, to start his Master's degree in Urban Planning from Queen's University.

We would also like to welcome **Hope Hickli.** She is our new Public Affairs Bureau transit specialist, helping us to announce our transit investments and projects. ♦

Transit Joke:

What did the bus driver say to the frog? Hop on!

Come Ride with Us...

and learn about current federal investment in the B.C. Provincial Transit Plan.

Past Articles:

1. The Provincial Transit Plan – March 2008
2. The Rapid Transit Network – May 2008
3. Transit outside Metro Vancouver – September 2008
4. Come Ride with Us on RapidBus BC – November 2008
5. Come Ride with Us and Help Change Culture – February 2009

And the Safety Award Goes To...

Submitted by Stacey Weightman, Field Services Committee Representative and Tracy Wynnyk, Field Services Occupational Safety and Health Advisor

Safety plays a key role for the 105 Provincial Field Services personnel, who oversee and manage the ministry's construction program, for the entire province. Good safety practices, planning and discussion contribute to our employees successfully completing projects, accident and incident free.

Field Services' commitment to safety is demonstrated through our crews' monthly toolbox meetings. A toolbox meeting is a short get together to discuss safety related topics, review any incidents and identify best practices. The discussions, concerns raised and assignments are recorded and forwarded to the Field Services Regional Office for review.

Keith Callander with Best Manager Award winner Bob Penner.

Items highlighted are then brought to the monthly occupational safety and health meetings so they can be shared amongst the larger group. This provides a means of communication and documentation of safety items, amongst the crews throughout the province, and allows for us to identify trends or common concerns so issues can be managed proactively

The practice of toolbox meetings has become a bit of a competition amongst the managers and their crews, to see if each crew can meet the minimum compliance of one toolbox meeting per month.

The most successful crews are presented awards for successful completion of monthly toolbox meetings and their submission of corresponding minutes throughout the calendar year. The meeting minutes are reviewed and recorded, and they form the basis of the toolbox challenge. Depending on the type of work involved, crews may have more than one submission per month.

Challenge Award: Tracy Wynnyk, Len Romanow, Brian Twiname and Rod Shaw. Absent: Bob McFadden and Mary Quinn.

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And the Safety Award Goes To...

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Although the additional toolbox meetings are recorded, a crew is still only credited for having completed the minimum of one meeting per month, to keep it fair for crews who may not have the opportunity for extra submissions. Also, since the construction season varies, and weather can put a halt on construction, crews that are inactive for certain months of the year can request for an exemption for those months.

Toolbox compliance for the 12-month period has been steadily increasing over the past few years, jumping from 85 per cent in 2006 to 91 per cent in 2008; highlighting an average compliance of 97 per cent for the more active construction season, from April to October.

It's not always easy for mobile crews to meet once a month, but the staff of Field Services have found some interesting ways to meet the challenge. Toolbox meetings have been held over the phone, personnel have attended contractor safety meetings, or in the event an individual is working away from the crew, they will read the WorkSafe Magazine; all of which get recorded on a toolbox discussion form, submitted monthly.

In addition to awards for toolbox compliance numbers, awards are also presented for:

- Safety Leadership – awarded to the person or crew who shows exceptional safety leadership. For example, looking at new initiatives or ways of engaging crews in toolbox discussions.
- Best Manager – awarded to the manager with the highest toolbox compliance amongst their crews.
- Challenge Award – presented to a crew or supervisor that has faced great odds, adversity, or an unfortunate event, and have worked through the process to successfully deliver the project.

Like any prestigious award ceremony in construction, the presenters for the 2008 Field Services Safety Awards, Field Services Director Keith Callander and Field Services Safety Advisor Tracy Wynnyk, and the respective crew managers, donned a wardrobe supplied by Mark's Work Wearhouse. Keith and Tracy met with each crew to make the presentations. We are truly honoured to announce the following 2008 Field Services Safety award winners!

100 Per Cent Toolbox Compliance – It was a close race right down to the wire and two winners emerged in each discipline – grading and paving, to receive the coveted Toolbox Award. These crews not only met the compliance goal but also produced some great discussion topics. Field Services Manager Barry Bergstrom, had both deserving recipients on the grading side – Mike Farynuk's crew based in Surrey, and Ron Chadwick's crew in Delta. In Paving, Field Services Manager Brian Twiname had both winners, with awards going to Gerry Allen's crew based in Quesnel and Bob Petho's crew from Terrace.

Challenge Award – Sometimes, circumstances beyond our control occur on projects, and by the nature of our business, ministry personnel become involved in the follow-up process, which can be demanding and stressful. Len Romanow's crew are the recipients of this award for their poise and professionalism during the follow up investigations, engaged by WorkSafe, for a prime contractor incident.

Leadership Award – Dan Templeton's crew is a picture of excellence with their overall approach to safety. When it comes to toolbox meetings or new personnel orientations, the Templeton Crew leads the way with very thorough and informative discussions and information sharing. The group is very dedicated and creative by having all members actively participate in monthly toolbox discussion, who each bring a variety of topics to the table. When there are no direct project related works to discuss they have reviewed items such as how to safely jump start a vehicle and have implemented practices such as checking and logging tire pressure once a week for their ministry vehicles.

Best Manager Award – Bob Penner is the recipient for the highest toolbox compliance

Tracy Wynnyk with Terrace's Bob Petho, Manager Brian Twiname and Keith Callander. Absent: Bob Biagioni and Eric Robinson.

Leadership Award: Terry Merluk, Dan Templeton, Osmo Jorenen, Tracy Wynnyk, Gord Blackey and Keith Callander.

Tracy Wynnyk with Quesnel Crew member Gerry Allen, Brian Twiname, and Keith Callander. Absent: Mike Scott and Randy Pollock.

The Surrey-based crew receive award from Tracy Wynnyk and Keith Callander: Left to right Dale Ramsey, Tracy Wynnyk, Mike Farynuk, Carrie Doyle, Neil Creed and Keith Callander. Absent: Tyler Thompson, Jim Gallagher and Barry Bergstrom.

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And the Safety Award Goes To...

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amongst Field Services crews, at 97 per cent. Bob's excellent motivational skills resulted in his crews topping the charts for toolbox submissions, including exemptions, throughout the 12-month period. As a result, the new goal among managers is 100 per cent compliance for the 2009 project season. Tally Ho...the race is on!!

Congratulations to all of our award winners!

What's next? The Field Services Occupational Safety and Health Committee is looking ahead to the 2009 season where there will be a greater focus on the quality and content of the toolbox discussions.

This is because it has become increasingly difficult to give awards based on the compliance numbers alone. We will continue to challenge our staff to increase the number of toolbox meetings and issue awards based on categories of innovation, challenge and leadership. Also, we are looking at a new initiative to have crew members attend at least one monthly Field Services Occupational Safety and Health Committee meeting during the construction season. We'll tell you how we made out next year, but until then, have a safe season! ♦

Delta-based winners: Craig McLeod, Cam Shearer and Ron Chadwick with Tracy Wynnyk and Keith Callander. Absent: Inder Tung and Barry Bergstrom.

Values Expressed in the Workplace

Submitted by Kimberly Newton, HR Research Analyst

We've all heard a lot about the B.C. public service's professional values, but what do they look like in action? Here's a few ways they may be demonstrated.

TEAMWORK

- Participating in team meetings and discussions by asking relevant questions
- Actively listening to team members' ideas
- Acknowledging team member contributions and ideas
- Arriving on time for meetings, ready and able to contribute
- Communicating openly with team members
- Seeking opportunities to work with others

SERVICE

- Smiling when greeting and interacting with others
- Showing a willingness to go the extra mile
- Following up with clients, colleagues and stakeholders
- Offering assistance even when it's not necessarily your job
- Bringing issues and challenges forward with suggestions about how to address them

CURIOSITY

- Seeking learning opportunities, including mentorship
- Seeking information and solutions
- Actively working to understand others' points of view and perspectives
- Offering up new and innovative ideas with an interest in having others improve on them
- Asking questions that can easily be overlooked

COURAGE

- Taking on a challenging project outside your comfort zone
- Bringing interpersonal challenges into the open for discussion
- Addressing performance issues or concerns with employees or colleagues
- Initiating or making suggestions for change
- Speaking up even when your opinion or decision may not be popular

PASSION

- Taking the initiative to complete a task, lead a project or respond to a need
- Speaking positively about your work and the public service
- Expressing enthusiasm by sharing ideas and participating in dialogue
- Recognizing, rewarding and acknowledging success

ACCOUNTABILITY

- Delivering on commitments
- Being proactive and communicating clearly about your ability to meet commitments or deadlines
- Understanding how your accountabilities link with those of your colleagues
- Taking responsibility for decisions
- Establishing goals with milestones and performance measures that clearly identify success ♦

Kicking Horse Canyon Construction Continues with Phase 3

Submitted by Leanne Flood, Stakeholder Relations

Last October, Ledcor CMI Ltd. began construction on the first contract under Phase 3 of the Kicking Horse Canyon Project. The $46 million contract is for upgrading the Trans Canada from the new brake check to Yoho National Park, east of Golden. It includes four laning with concrete median barrier, a new crossing of Mt. Hunter Creek, an overpass arrangement at Wapta/Beaverfood Road, widened shoulders to accommodate cyclists, wildlife fencing and two wildlife crossings.

Wintertime activities included clearing of right-of-way and drilling for the installation of piles at the Mt. Hunter Bridge site. One of the challenges with a work site located in the B.C. Rockies is constructing within avalanche areas.

Wintertime view of Park Bridge from the new Kicking Horse Rest Area. Photo by Jim Deutsch, Construction Manager

There is one major avalanche path located within the project limits, along with other danger zones like the slopes at Mt. Hunter Creek Bridge. An independent professional avalanche firm produced an avalanche safety assessment and program for the contractor.

This spring, construction activities will include temporary shoring of the slope at the bridge site to allow for abutment construction, construction of abutment footings, removal of overburden, recommencement of the gravel crushing operation and relocation of utilities. Grading work will begin this summer.

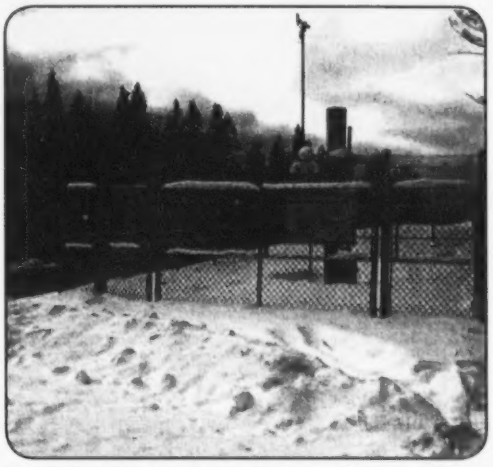
In some ways, the timing couldn't be better because Ledcor is interested in developing the local workforce during the current economic crisis. Before Christmas, Ledcor held a job fair in Golden to recruit skilled tradespersons (carpenters, equipment operators, etc.) as they prepare to ramp up construction in the spring.

Ledcor CMI General Manager Tim Ellis said, "We know many Golden and area residents are facing tough times, and we hope to relieve some pressure by creating at least 40 new jobs in the spring, with more expected in the future. We're also trying to do our part by buying locally and hiring sub-contractors from within Golden."

"It's great to see this leadership at the corporate level from our construction industry partners," said Senior Project Director Murray Tekano. "Ledcor is responding in a practical manner with their approach to local resourcing and we are pleased the project can offer some assistance to the local economy.

I know this will be a focus for other capital projects as well and I think we (the ministry) should be very proud that our works are able to assist the provincial economy in these ways."

Work is scheduled to be complete by March 31, 2011, leaving only 8.2 km of the project's total 26 km to be upgraded. Projects like this have the welcome spin-off of providing an economic boost to local industries, along with jobs and training opportunities for the workforce. ♦



This weather station located immediately west of the construction area provides air temperature, pavement temperature, humidity and air pressure reports used by the contractor, maintenance contractors, ministry personnel and the general public.

Photo by Jim Deutsch, Construction Manager

Climate Averages in Kicking Horse Canyon

- Annual rainfall: 313 mm
- Annual snowfall: 170 cm
- Snow depth (Jan.) 34 cm
- July high/low temp 24°/7.7° C
- January high/low temp -5.7°/-13.7° C
- Days with min temp > 0°: 178 C
- Days with max temp < 0°: 74 C

Ministry of Transportation and Infrastructure

Climate Action Program

Victoria Green Team Celebrates Earth Hour 2009

Submitted by Maggie Malek, Climate Action Program

Earth Hour is an annual global event held on the last Saturday of March, which asks people to turn off their non-essential lights and other electrical appliances, in their households and businesses, from 8:30 to 9:30 pm.

Organized by the World Wildlife Fund, the goal is to raise awareness of the need to take action on climate change, and to emphasize the importance of understanding that individual participation and simple changes can make a big difference to the planet.

Earth Hour began in Sydney, Australia in 2007, when 2.2 million homes and businesses switched off their lights for one hour. In 2008, the message had grown into a global sustainability movement, with 50 million people switching off their lights.

This year, Earth Hour was an even greater global success, with 3,937 cities and towns turning out their lights, across 88 countries. With almost a billion people mobilized, Earth Hour 2009 was the biggest environmental demonstration in history!

Millions of Canadians took part all across the nation, in more than 288 cities and municipalities along with thousands of businesses, helping make our skylines go dark.

Here in British Columbia, electricity consumption dropped by 1.1 per cent, saving 72.67 megawatts of electricity – the equivalent of turning off 1.5 million lights. The highest drop in consumption – 4.6 per cent – was recorded in Pemberton. Overall, there were 84 communities throughout the province that participated.

Climate Action Program staff Andrew Pye, Jonathan Reaume and Leeanne Jones took pledges for the "no power hour."

At the Ministry of Transportation and Infrastructure headquarters in Victoria, the local Climate Action Green Team hosted a lunch-hour "no-power-hour," awareness event the Friday before Earth Hour. Members from the team set up a booth in the lobby and asked those coming through to pledge that they would turn off their lights during Earth Hour. People who made the commitment were given a candle and were entered into a draw to win one of two lunch bag and water bottle kits (congratulations Ed Miska and Gillian Moxham!). More than 100 people pledged to turn their lights off, contributing to Victoria's 3.1 per cent decrease in power demand!

Keep an eye out for Green Teams in your workplace. To join a Green Team, please register on the Climate Action Program Intranet. (http://gww.th.gov.bc.ca/cap/index.aspx) ♦

Climate Action Program Recommended Read

Submitted by Maggie Malek, Climate Action Program

Most people fear global warming and want a greener planet but they think that "going green" is a luxury they can't afford. What if there were easy, simple things you could do that not only help protect the earth but also help you get rich?

David Bach is on a mission to teach the world that you can live a great life by living a green life. With Go Green, Live Rich, you can live in line with your eco-values on the road to financial freedom.

Hop onto the Climate Action Program Intranet and sign it out today! ♦

Jacques Dupas
Engineer, HR Advisor and Innovation Champion

Submitted by Nancy McLeod, Road Runner Editor

"What's an engineer doing in Human Resources?," asks Career and Strategic Engagement Advisor Jacques Dupas.

Jacques answers the question himself, explaining that his recent assignment with the Human Resources Branch brings more operational ideas into the people management and policy side of the Ministry of Transportation and Infrastructure. With 18 years in the ministry, Jacques can contribute plenty of operational experience as a former District Transportation Manager for West Kootenay District, District Engineer for the former Howe Sound District and regional Geotechnical Engineer in Burnaby.

Now that Jacques is in his new role with HR, he's providing career coaching for Technical Entry Level Program (TELP) employees, Engineers in Training (EITs) and new hires. He's on the Employee Advisory Forum, as a Team Sponsor. He's also examining ways for business units to gain greater value from the data contained in their Work Environment Survey results. At the same time, Jacques is keeping one foot in the technical side, contributing his operational knowledge by doing some work in the Engineering Branch, with Chief Engineer Dirk Nyland.

It appears that throughout his history with the ministry, Jacques has been an "ideas and innovation person," looking to change and develop our workplace and workforce, for what lies ahead. Working with Bridge Area Manager, Larry Brown, he saw the need to incorporate retaining wall inspection and maintenance into the Bridge Management Information System. He piloted the project in the central Kootenays, and then led it across the province, producing a manual (with the invaluable assistance of Ben Wu), delivering training sessions for Bridge Area Managers and leading focus groups with bridge engineers. He was also first to take on contaminated sites, identifying, investigating and managing these locations, in the South Coast Region. He worked with the Kootenay RCMP, to focus the policing of highways at locations with a crash history. Those are only a few of Jacques' operational firsts.

The other theme in Jacques' career is nurturing human potential. In 2004, when working with Provincial Approving Officer Peter Muirhead, they realized that they didn't have the ability to fill a development approvals position. "The ministry was feeding on itself, and promoting from within but was running low on the human fuel. We had to get in people with higher levels of education and give them experience."

Peter and Jacques realized that other managers were also likely having that challenge, and so they took it upon themselves to hire six people who were finishing their post-secondary education. "We hadn't seen young people in the ranks for many a year," says Jacques. "Hiring these employees brought new energy and enthusiasm into the workplace. It was also a huge opportunity for older people to demonstrate their value to the organization and transfer their expertise."

Jacques Dupas, on a recent visit to B.C.'s west coast.

This was the start of TELP.

For the following years, Jacques, working with the tireless Lori Wiedeman and supported by then Deputy Minister John Dyble, obtained a budget and got the program rolling. He took TELP province wide and ultimately across Canada, developing training programs for the various employment streams based on focus group findings from subject matter experts.

Jacques is pleased with his continued involvement with TELP, in his HR posting. "Five of the six people we hired that first year are still with us. Last year, we hired 40 TELP employees. I feel a huge attachment that they be a successful group."

Other employee development activities in Jacques' list of accomplishments include developing a safety orientation for Rest Area Rangers, which was adopted ministry-wide; and developing specialized training for Kootenay staff such as natural hazards identification and assessment for development approvals staff, new staff orientation for technicians and engineers, and a technical writing course.

Jacques is quick to point out that these were developed in partnership with internal and external experts, with credit and success due to Gord Hunter, Chad Tenney and Jan McCarthy.

Jacques is strong on putting his ideas into action or helping take the ideas of others to the forefront. "If you really have the drive and desire, this ministry is receptive enough to recognize what good ideas are and put them into use. Ideas can be anywhere in an organization and find fertile ground. This is now happening with government, with the Spark program."

Here again, is a tie-in with Jacques' HR role. He's on the ministry's Innovation Team which looks at how to move viable ideas submitted to the Spark website into implementation.

This kind of personal drive is something that Jacques Dupas demonstrates beyond his work life.

During a trip to Brazil, in early 2007, he picked up a type of encephalitis – an inflammation of the brain, caused by a virus. It took one and a half weeks and five doctors to diagnose the illness.

Jacques was flat on his back for the first four months, and was unable to return to work for another 17 months. "My stubbornness really helped me get better. I'm not a person to take "no" for an answer. I decided I was going to get better and my first task, when I was able, was to walk to the end of my property.

continued on Page 22...

Jacques Dupas *continued from Page 21*
Engineer, HR Advisor, and Innovation Champion

Then I had to take a nap… in the middle of the lawn."

"There were dark times. When you get that sick, you don't know when, or if, you're going to get well again. At one point, when my brain was at its worst, it was almost like Alzheimer's. People brought me things like puzzles and notes that said 'Remember, you owe me a hundred dollars,' because I had so little memory. But I did remember those people and I really appreciated the humour."

"I have never felt more appreciated than when I was sick. People were always bringing me stuff – meals, cards, "get well" wishes from Executive, flowers, baskets; several ex-employees came by; and ADM Mike Proudfoot visited me in the hospital. I was a little shocked at the generosity and the sense of humanity that one gets from this ministry."

So how does an engineer end up in a people-oriented place like HR? For this engineer, it's a natural progression, as someone who believes in the evolution of the ministry and its people, values relationships and acts on innovations. ♦

Mentoring in the Northern Region

Submitted By Katherine Styba, Project Management Technician (TELP)

We are all feeling the crunch of this economic downturn and one of the casualties of this hard time has been some of the spending on professional development. However, one of the positive results of this change has been a reinvigorated Mentoring Program in the Northern Region.

The Mentoring Program is where the newer employees – Trent Folk and myself, Katherine Styba – are organizing presentations delivered by different business units' most experienced and knowledgeable professionals, so that we can gain valuable knowledge and ministry-specific training.

The purpose of these presentations is to orient both new and seasoned employees to the large organization that is the Ministry of Transportation and Infrastructure, and give people a better understanding of what their co-workers do and how they fit into the bigger picture.

So far this year, we have had a very informative presentation by Maria Braden, the Northern Region's Manager of Finance and Informational Services, on the basics of financial management. The district offices joined us for this presentation via webinar, and about 46 employees took part. This opportunely fell in mid-March, right before the fiscal year end. For those of us who have never been through a fiscal year end before, it gave us a definite heads up on what to expect, as well as how important and time sensitive issues are at the end of the fiscal year. Thank you very much Maria, from all of us in the Northern Region!

Of course everyone is busy with their work, and this especially rings true at the management level, where one finds a great deal of our experienced professionals. Therefore, the new employees who gain the most from these presentations, are providing scheduled speakers with as much support as possible with organization, logistics and visuals.

For our upcoming program, we have graciously gained speakers from all over the province. Using technology, we are relaying these presentations to Northern Region district offices while gaining the perspective and expertise of speakers from other regions. We have tentatively scheduled presentations on the ins and outs of project management, planning for the ministry, traffic engineering, and highway design and roundabouts. We hope to set up presentations twice a month depending on people's busy schedules. If anyone out there has any ideas for presentations or presenters we would love to hear from you!

For further information on the mentoring program or to volunteer within the program, please contact Katherine Styba: Katherine.Styba@gov.bc.ca or 250-565-6389. ♦

CVSE Digs in at Landscaper Expo

Submitted by Steve Haywood, District CVSE Manager

On Jan. 20 and 21, Commercial Transport Inspector Heather Lilburn and (now retired) inspector Gordon Bell attended the Landscapers' Expo at Vancouver's BC Place, to deliver seminars on regulations for proper loading and securing methods for small truck and trailer combinations.

These seminars are of great value because most of this sector of the commercial transport industry is not required to attend weigh scales. This limits their dealings with law enforcement. And less interaction generally means less compliance – which leads to a heightened possibility for mishaps.

This is the second year in a row that CVSE has participated at the event. Each appearance has been met with high approval ratings, as for most attendees the information is extremely valuable to operating safely and within the law. ♦

Inspectors Heather Lilburn and Gordon Bell with heavy-duty landscaping equipment.

Fleet Bosses Get CVSE Info from Former President

Submitted by Steve Haywood, District CVSE Manager

Jim MacMillan

Twice every month, the Canadian Association of Fleet Supervisors get together for a social gathering and some food and to take in some education from a guest speaker. CVSE has spoken at these meetings many times in the past, with January being no exception.

Jim MacMillan, area vehicle inspector out of the Burnaby, attended both January meetings to update the membership on current activities within the commercial vehicle inspection program. For those acquainted with Jim, you know he has no problem speaking in front of large crowds. But with this group it was especially easy, as prior to joining CVSE, Jim held the post of the association's president.

Based on Jim's former position, the membership was not at a loss for words when providing feedback on the discussion topic – making for a lively and at times very humorous function. In the end, much was learned and the attendees were extremely appreciative of the information that Jim provided. ♦

The Explosive Side of Job Shadowing

Submitted by Val Hunsaker, Area Vehicle Inspector

From March 11 to 14, I got the opportunity to job shadow Steve Brushey and Scott Garvin, of the Northwest Region Snow Avalanche Program in Terrace.

The first day started with normal office routine: how weather is checked, reading reports, submitting reports and assessing safety considerations. That was where normal stopped!

By 10 a.m., we are aboard a Bell Long Ranger Helicopter. We flew to the top of a slide path that threatened the road to Shames Mountain (Terrace's local ski hill). Shortly after being dropped off near the top, Steve and Scott picked a safe slope near the start zone of the slide path, to dig a pit and analyze the snow pack for depth, layers, snow temperature and stability.

After a short ski down to the helicopter and a flight back to Terrace, it was onto the next task of moving 500 kg of explosives to the storage magazine west of Terrace, in preparation for the next storm front expected to arrive overnight. I know what you are thinking and so was I...avalanche technicians don't have your average job. How many people can say they worked in the office, flew in a helicopter and handled explosives all in the same day?

The storm arrived that night, as expected. Scott spent most of the night up checking the weather – this job is 24/7! At 4:30 a.m., he calls me to say it is time to go out on a road patrol. We head out to a slide path called 35 Mile, on Highway 16, toward Prince Rupert. It had snowed 20 cm already and more was falling. The decision was made to limit the road to alternating single lane traffic.

It was a good call, because as the snow changed to rain, natural sloughs started filling the ditch and spilling onto the westbound lane (this part of the highway is narrow to begin with). The day was long, spent checking the weather, watching sloughs and waiting to see what was going to happen.

Steve Brushey and Val Hunsaker assembling explosives before heading up in the helicopter.

The next morning the decision was made to do some control work on the slide path that runs across the road to Shames. After loading explosives into the truck and filling out a dangerous goods shipping document, we were ready to go. Then a snag; the weather was too poor for the helicopter to fly, so we drove to the base of the slide path to have a look at the conditions. The path had slid on its own. This was good for the technician but bad for me...like every other male on the planet, I wanted to see some avalanches and use explosives!

My lucky day came Saturday when we flew to Ningunsaw Pass, north of Bell 2 on Highway 37, to do some avalanche control work. After observing natural avalanches at and below the tree line, we chose to be extra careful while we landed at two different locations to check the snow pack. While the maintenance contractor closed and swept the highway, we assembled the explosives.

Dropping explosives from a helicopter is a very methodical process – safety was paramount. It was a little different than you would think. First, it is noisy and cold, as the right side door of the helicopter is removed, to allow bombs that weigh 25 kg each, to be dropped out. Second, the explosive ANFO stinks, and fuses release a very distinct smell when they are lit.

The moment I had been waiting for arrived... we were going to start some avalanches! Out of the 18 bombs in four different start zones, the largest avalanche was a size 2.5 to three. (Could bury a car, destroy a small building). This avalanche actually started from the weight of the bomb being dropped, not the explosion. A good day to control snow!

This was an experience of a lifetime that I won't forget.

I would like to thank Steve, Scott and the rest of the Terrace team for their great hospitality. ♦

Ministry Participants
Contribute Ideas at Pearson Conversations

The first Pearson Conversations for the B.C. Public Service was attended by Transportation Policy Branch Director Kirsten Pedersen and Regional Project Manager Reid Drummond, last fall, in Kamloops.

The Pearson Conversations, announced by Premier Gordon Campbell last year, is a new leadership development opportunity modeled after the Gordon Cook Conversations in London, England. The idea behind both programs is simple: gather some people together for an intensive time of dialogue, conversation, and exploration and sharing of ideas. In Kamloops, attendees were asked to discuss their wishes and concerns for the province and the BC Public Service, and investigate new ways to respond to the challenges and opportunities identified.

The Pearson Conversations provides employees, who are recognized by their ministry executive as future leaders, with an opportunity to sharpen their creative problem solving skills, strengthen their collaboration and teamwork abilities, and apply their creative ideas to significant topics for discussion. Kirsten and Reid report that they very much enjoyed the experience. Both agree that it was an honour to be selected for the inaugural session of such a new and innovative leadership development program.

Kirsten Pedersen (wearing black turtleneck) stands behind Premier Gordon Campbell (seated centre). Reid Drummond stands behind Deputy to the Premier Jessica McDonald (seated right).

The Pearson Conversations is a unique environment where trust, open debate and strict confidentiality apply, and all participants and facilitators abide by the "Chatham House Rule".

This means there is no "reporting back" by participants, nor will they or the facilitators ever attribute anything discussed to any of their fellow participants.

The program is named in honour of Canadian statesman, diplomat and politician Lester Bowles Pearson, who received the 1957 Nobel Peace Prize. ♦

Thanks to Picture Project Team

Submitted by Crystal Chenier, Secretary

I was so excited to read about the Picture Project in the September 2008 issue of Road Runner. I would like to add that the project came in under budget and four weeks ahead of schedule. I am receiving pictures from lots of different people, thanks to everyone.

I would like to thank my team for making this project happen. I could have never done it without all your hard work. Here's to a job well done! ♦

The Picture Project Team which created a rotating digital photo display in the South Interior Regional Office is (Back Row) Larry Macko, Ron Sharp, Murray Smith and Ross McLean; and (Front Row) Joey Alain, Crystal Chenier and Brian Lloyd.

Levi Lands PMP Designation

Submitted by Andrea Bye, Administrative Assistant

He caught the big one! Manager Partnership and Project Development Levi Timmermans successfully reeled in the Project Management Professional (PMP) exam on Jan. 27. After a hard fought four-hour battle with the PMP final exam, Levi was able to wrangle the PMP credential into his boat.

The PMP is a coveted catch, as it is an accredited professional designation from the internationally recognized Project Management Institute. In preparing to land the catch of the day, Levi had to achieve three years and 4,500 hours of project experience.

He was able to meet these requirements through his involvement with the ministry and his previous position with the Federal Department of Fisheries and Oceans. Additionally, Levi met the 35 hours of project management education required for the PMP, while scooping the University of Victoria Masters Certificate in Project Management into his net.

Levi's education and experience proved to be the right lure to hook the PMP on the end of his line and he continues to use the same bait and tackle when fishing for other partnerships projects, in the ministry. Levi currently has several lines in the water, including the Evans Road Interchange in Chilliwack, the Digby/ Tsimshian Peninsula Access Project in Prince Rupert, and he is also currently trolling for a big project on Vancouver Island. Levi is able to tie project management principles into other elements of his life and is always ready to reel in another project.

Congratulations, Levi on completing your PMP.

Levi is willing to speak to anyone who is interested in taking the PMP and can be reached at 250-387-2107. ♦

Levi Timmermans recently landed a big fish and his Project Management Professional designation.

Anne Murphy Receives Financial Management Certificate

Submitted by Wayne Locke, Director Finance and Administration

Gateway Contract Administration Officer Anne Murphy received her Financial Management Certificate, on Jan. 15.

"The graduation ceremony was a very exciting afternoon and the room was just a-buzz with energy; I don't think any of the graduates could stop grinning," says Anne. "I will always have the feeling of accomplishment but it really is extra special to have that tangible certificate happily and proudly displayed at my desk."

The Financial Management Certificate Program (FMCP) is administered by the BC Public Service Agency and sponsored by the Office of the Comptroller General. It provides training in the government system of financial management and control, encourages and recognizes upgrading of professional accounting qualifications, and establishes a recognized paraprofessional standard for junior and intermediate financial and audit officers.

To qualify for the certificate, candidates must complete nine courses (or their recognized equivalents) from the Certified General Accountant or Certified Management Accountant professional programs, and six government financial learning programs.

"Overall the FMCP was an excellent experience. I enjoyed the courses, everyone I met while in attendance, and the facilitators who are an immensely talented group.

With amazing support provided by my manager and director, I took the FMCP as a component skill set of an overall career goal of looking towards a managerial position.

ADM of the Ministry of Labour and Citizens' Services Tara Faganello, Gateway Director of Finance and Administration Wayne Locke, certificate recipient Anne Murphy, Senior Manager of Financial Management John Sitch and Comptroller General Cheryl Wenezenki-Yolland.

Currently I am in the process of completing the Procurement and Contract Management Program and then, we shall see, as the learning process is never ending." ♦

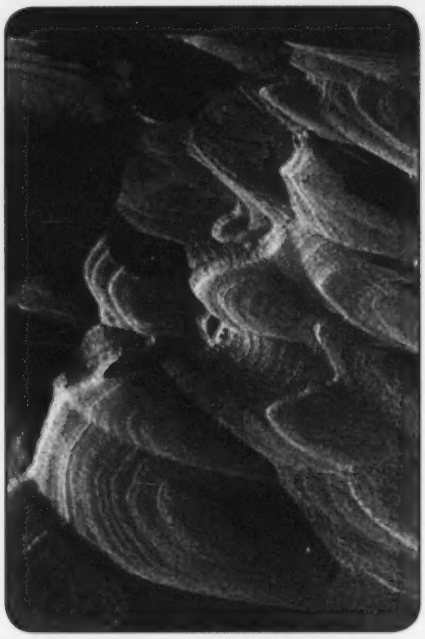
Mountain Photos All in a Day's Work

Submitted by Scott Aitken, Avalanche Technician

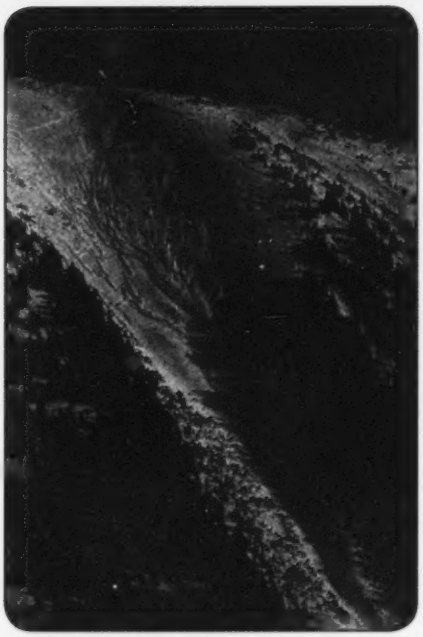
As an avalanche technician, I take photos for mapping, avalanche occurrence records and education. Avalanche control is one pillar of an avalanche program which includes crew and public education, temporary closures and avalanche hazard forecasting.

Occasionally, I get to be in the right place at the right time to catch some good landscape lighting. Some days the scenery is better than the lens can capture. And some days it's grey and rainy and slippery. For a couple of years, the Coast Chilcotin Avalanche Program in Pemberton has had a Panasonic Lumix DMC-FZ8 camera with a fast Leica 12X zoom lens and image stabilization. This 8.2 mega pixel digital camera can capture decent shots in most conditions and still fit in a backcountry pack.

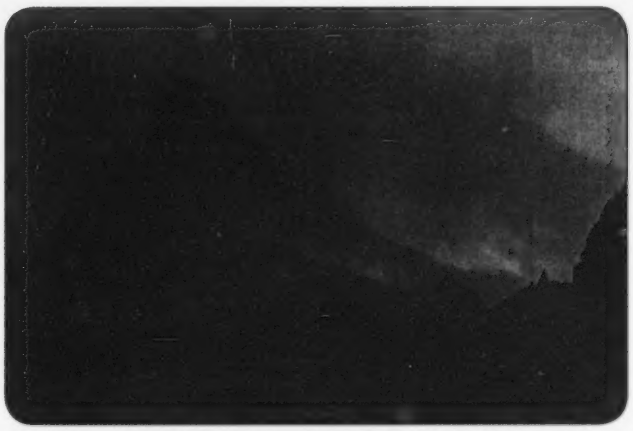
Mt. Joffre photographed from Mt. Duke. These mountains are in recently expanded Joffre Lakes Provincial Park.



Wind-scoured snow on Mt. Rohr. The blue sky makes one feel disoriented and is the only indication of up.



Here is a slab avalanche above Hwy 99, in January. In this photo, a helicopter-delivered four-kilogram explosive charge has just exploded. The dry slab is starting to break up as it rapidly accelerates to airborne speed. The snowpack layering this season has made our jobs challenging right up to when it melts.



The Joffre group of mountains form the southwest end of the Lillooet Range of the Coast Mountains. Mt. Matier (pictured here) is the highest of the group at 2,650 metres. It's adjacent to the Duffey Lake Road section of Hwy 99, north of 1,300-metre high Cayoosh Pass. I got this shot at the end of a storm. ♦

Facing Stiff On-Ice Competition in Merritt

Submitted by Desiree Lantenhammer, Development Approvals Technician

Working in Merritt during the long winter is no easy task. In town, it may seem mild and pleasant, but the stormy high passes of the Coquihalla Highway keep Merritt's team of area managers extremely busy.

Some days, when I arrive at the office well rested, fed and freshly showered, I am shocked to find out that the area managers have been out on the road all night in the bitter cold.

They regularly face extreme temperatures, dangerous conditions, fatal accidents and public discontent, to name a few pitfalls of the job. However, I am always amazed that they handle everything so skillfully, then they let all this roll off their backs. I have never worked with a friendlier bunch of guys!

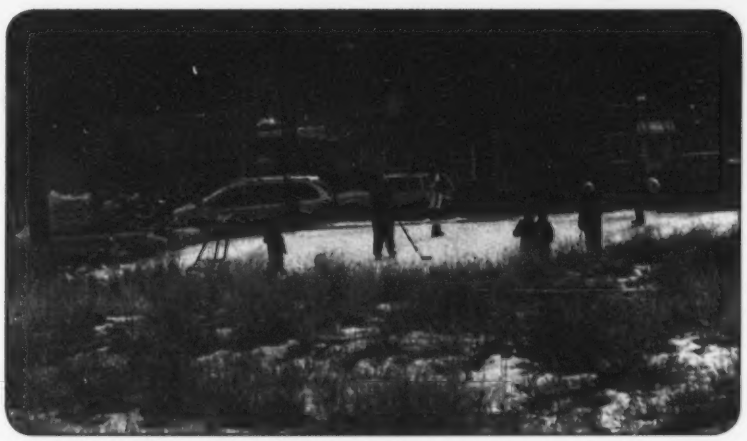
One area manager in particular, Earl Nygaard, has been facing extreme winter conditions for his 35 years with the ministry. He is known in Merritt, as a no-nonsense guy who is trusted, and is highly respected for his hard work and the relationships he has built. He is forceful and unyielding when his position demands it, and he is never afraid to get dirty to get the job done.

Earl's gruff exterior is easily shed when it is time for him to hit the ice, after work. I see the glint in his eye, at quitting time, when he is heading to pick up Beau and Reese, two of his gorgeous grandkids.

They head back to Earl's house where he has painstakingly created an ice rink that he shares with the entire neighbourhood. I am sure, what happens next, is a fierce and unrelenting competition between the generations.

Earl uses his quick wit and evil eye to intimidate the competition. Beau and Reese use their agility and youthful stamina to get the puck past Grandpa's line of defence. And the crowd goes wild! ♦

Earl Nygaard's grandchildren Reese (left) and Beau (right) with their favourite goaltender.



Neighbourhood children and adults enjoy the ice rink built by Area Manager Earl Nygaard (centre).

Planning and Programming Branch - A Diverse Group

Submitted by Jon Conquist, Manager, Highway Planning

Question: Which of our business units has at least one of each of the following: planner, engineer, programmer, project manager and economist? And staff involved in admin, project management systems, cost estimating, intelligent transportation systems, and various inter-governmental and cost sharing initiatives?

Answer: The Planning and Programming Branch, led by David Marr in the Transportation Planning and Policy Department, under Assistant Deputy Minister Sandra Carroll.

The Planning and Programming Branch (PPB) has grown a lot over the past year or so. For years, a fairly small group responsible for developing and monitoring the Transportation Investment Plan, it absorbed much of the Highway Planning Branch last year, and then the Project Management Support Services Branch this year, after their directors took on new portfolios.

So, PPB is a kind of Borg collective that assimilates unwary branches? Not really… planning, program development and monitoring, and project management support are all essential parts of the process of identifying performance problems, developing good projects to solve them, managing the scope and budget of capital projects within the ministry's total funding envelope and pursuing external supplementary funding (i.e. securing federal funding and administering associated contribution agreements). It makes sense to have them together in one unit. Of course, many of these activities are also carried out in regions, districts and major project offices, but PPB has an overall leadership and coordinating role.

For example, the regions are responsible for preparing project business cases, which involve tasks like cost estimating, benefit/cost analysis and assessing external impacts. PPB provides guidance on procedures, on where the performance problems (safety, mobility) are located across the numbered highway system, and about which consulting firms have the capability to work on the business cases. Districts and regions review land development proposals, whereas PPB provides guidance to staff and consultants on process and technical analysis (a major update to the ministry's site traffic impact manual will be online soon). Project teams manage projects, whereas PPB manages the capital program system (CPS), a powerful enabling tool for project management.

Back row: Chuck Hutchinson, Jon Conquist, Nam Nguyen, David Marr, Glen Roberts, Avi Ickovich, Simon Leung, Mike Hallas and Laura Silva. Front row: Jin Dong Yang, Mark Lynch, Sherry Barnes, Lorena Gent and Shari Minchin.

Although PPB's main focus is on the Transportation Investment Plan, we also provide specialist economic analysis services with a large bottom line benefit to the ministry and to central government, including budget forecasting, inflation adjustments, cost escalation analysis, Blue Book equipment rental rates and an in-house model which forecasts fuel tax revenues, greenhouse gas emissions and more.

As secretary of the Capital Program Board, David is tasked with managing meetings (made up of all members of Executive, except Deputy Minister Peter Milburn, and of major external stakeholders) where Transportation Investment Plan-related issues are reviewed and decisions on capital project scope and budget are made. Project managers come to the board seeking direction (and usually funding), their PowerPoints crisp, and their fingers crossed.

For who's who and what's what, visit the Planning and Programming Branch website at: http://gww.th.gov.bc.ca/gwwppb/Content/Home/Home.asp

Under "Employees", meet Chuck, Jon, Nam and Jin in planning; Glen, Sherry, Avi and Simon in programming; Mark in economic analysis; Mike, Laura and Shari in project management support; Lorena in branch admin; and David in the big office. ♦

Spark!

What sparks you?

Search on for Ministry's Most Wanted

Submitted by Donalda Ritchie, Crime Stoppers Unit – Okanagan Shuswap District/Hired Equipment Coordinator

Bill Smith, occupant of office found in disarray.

In the early morning hours of April 8, 2009, there was a suspected break and enter, resulting in the alarm going off at 3 a.m., in the Ministry of Transportation and Infrastructure's Kelowna office.

The security response team arrived at the scene promptly, secured the area and confirmed that all entries to the building were secured. However, they noticed that one of the offices appeared to have been ransacked. Ministry office staff were informed of the incident with this report from the security company.

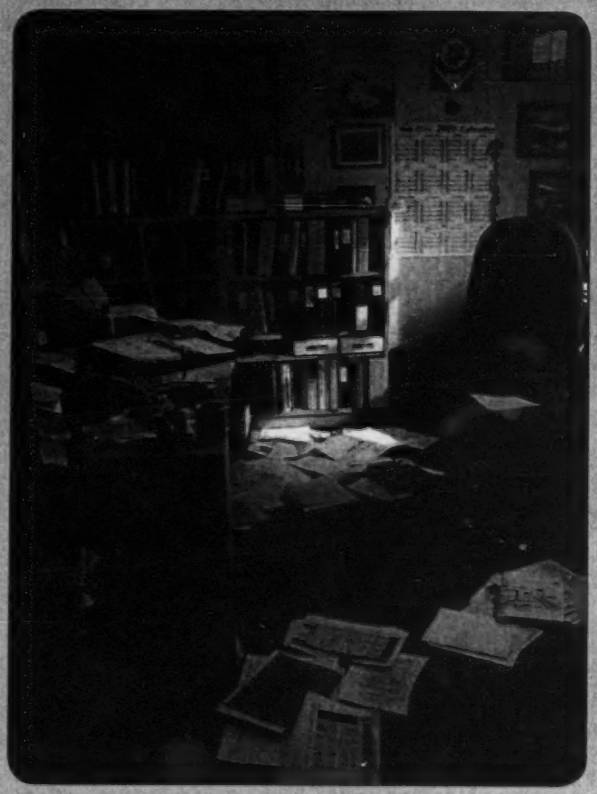
The "suspect" is still at large. The occupant of the office, Okanagan Corridor Project Director Bill Smith, is described as a white male, somewhat younger then a Tyrannosaurus Rex.

He is approximately 175 cm or 5'9" tall. Weight cannot be disclosed, however it is known that he loves his chicken wings. The Kelowna Ministry of Transportation and Infrastructure Crime Stopper Unit is asking for your help.

If you have any information as to where Smith can be located, please contact us. We are only looking for Smith to ask further questions; charges will not be laid at this time. Smith is recognized for his "organized chaos" and his success in managing major projects, and we wish to know if he would like to share his filing techniques at a lunch and learn session.

This ministry Crime Stopper Unit will not pay any cash rewards, however we will receive any donations you see fit. ♦

The Scene of the Crime



Bill's office

ALL-RITE

481 - 983 DENALI COURT
KELOWNA, B.C. V1V 2R3
869-4874
FAX: 861-4548

Alarm Response Report Sheet

Contact: Ministry of Transportation
Address: 358 ST Paul Street Kelowna
Date: April 8 09 Monitoring Stn. BLTC
Time Called: 0315 Time Arrived: 0325
Zone: 3-General Burglary
Comments: Building ~~some~~ Secure. All doors leading to 3RD floor secure. No one around or on site. Everything appeared in good order. Except Bill Smith's office. Papers all over floor + desk looks like rumaged through. Monitoring co. going to notify appropriate people - I was cleared at 0340 BCB 563060
Security Guard: AJ Demone.
Key Works ☒ Code Works ☒ Access Card ☐ N/A ☐

Alarm Response Report

Southern Interior Region Two-Ender Curling

Submitted by Tom Freeman, Transportation Studies Officer (on the behalf of the organizing committee of Sue Stankievech, Dave Shibata and Kathy Strobbe)

The Southern Interior Region "Two-Ender" on Jan. 31 was a resounding success, with 64 curlers, which included staff, family, retirees and friends – the largest turnout in many years.

Sixteen teams participated in the four-game round robin format. The event was a relaxed introduction to the sport for new players, with a focus on creating a fun atmosphere. The two-ender format provides excellent opportunities for socializing between games.

After all scores were input and the spreadsheet algorithms run, it was determined that the victor was the Norm Parkes team, which included Glenda McMillian, Gerry Van Leeuwen and Tina Kulchyski.

A close second were Val Kershaw, Dale Butler, Frank Dacho and Reid Drummond followed by Malcolm Makayev, Rowena Volkers, Al Jacobs and Lil Husband in third.

Other lucky participants included:

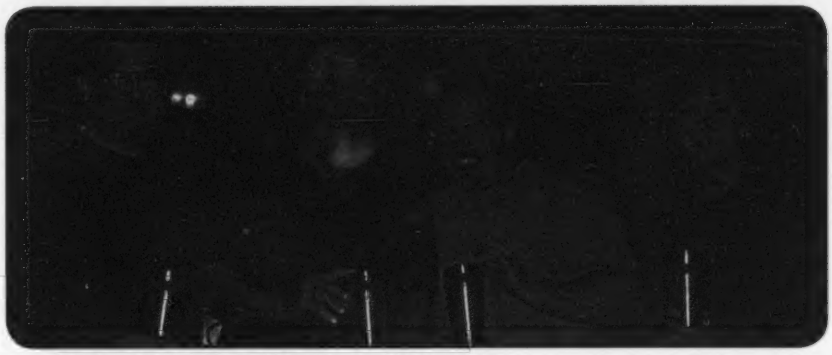
- **Reg Lawrence** – Skip Behind the Glass
- **Mike Brugger** – Mover and Shaker
- **Dave LaBar** – Best Officiating
- **Laura Gallagher** – Best Presentation
- **Dave Retzer** – Best Comment: "When do I serve?"
- **Ken Gallagher** from Kelowna took home the passport wallet for the furthest travelling player to participate. (Next year we are hoping to attract more out-of-towners to join in the day of curling fun.)

We hope to see everyone back next year, along with many new participants.

So whether you are a beginner, a veteran or someone in between, we will be looking for you next year.

Special thanks to all those who donated prizes to support the event! ♦

Winning Team: Norm Parkes, Tina Kulchyski, Glenda McMillian and Gerry Van Leeuwen. Foreground: Kevin Parkes.



Second: Frank Dacho, Dale Butler, Reid Drummond and Val Kershaw.

Third: Rowena Volkers, Malcolm Makayev, Al Jacobs and Lil Husband.

Submit your stories and photos to RoadRunner

If you want to submit stories and photos send your word files and photos to: RoadRunner@gov.bc.ca. To ensure the best quality possible, please email your photos as JPEGs and do not embed them in your article.

Chiefs Score Second in Kamloops Tourney

Submitted by Dave Pehl, Environmental Services Coordinator

"To see the three Chiefs make a scoring rush, the bright colours of their jerseys flashing against the milky ice was to see a work of art in motion"

– Sportswriter Dickie Dunn

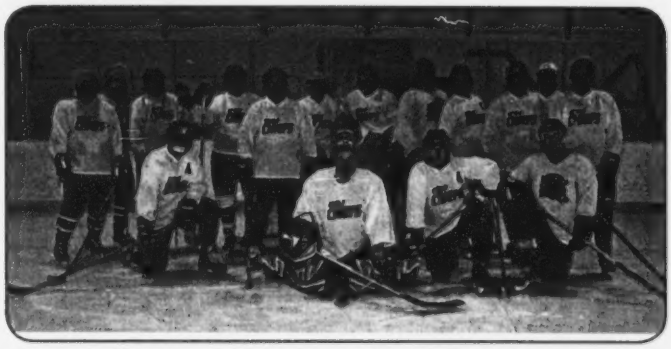
This past February, the South Interior Region and Thompson District staff were invited to participate in the Dan Leclerc Memorial Hockey Tournament, hosted by the Ministry of Forests in Kamloops.

The result was the genesis of the BC MoT Chiefs. If you consider yourself a hockey fan and don't recognize the logo and the jersey, do yourself a big favour; put down the Road Runner, head to the nearest video store and grab a copy of the 1977 classic Slap Shot, starring Paul Newman. It is the most iconic hockey movie of all time. (When you finish, watch it again!)

While The BC MoT Chiefs in reality may lack the talent described in the quote above, we were able to bounce enough pucks past goaltenders from Kamloops, Cascades and Quesnel Forest District teams to pull out a second place finish in the 12-team tournament!

The bigger surprise may be that most of the guys were able to make it to work Monday, following the five-game event.

The outcome in the final game was a 4-1 loss to the Kamloops Fire Protection squad that had an obvious youthful age advantage.



Back: Tom Kneale, Lawrence Barichello, Clarence Lai, Brag "Ogilthorpe" Hogg, Dave Shibata, Darren Ovington, Sean Bennett, Greg Schuler, Dave Pehl, Stu Lepage, Randy Hogg and Tom Freeman. Front: Brent Persello, Brian Lloyd, Reid Drummond and Dave Willis.

Several of the Chiefs, had not been on skates for one or two years (or in Brad "Ogiethorpe" Hogg's case, more than 12!) and were very relieved to see that the City of Kamloops had installed automated external defibrillators in all the arenas.

The most important part of the weekend was the great time had by all. We would like to extend our thanks to Patrick Hoyle (Ministry of Forests) for the hours committed to organizing a great tournament. The event has also provided inspiration to perhaps look at the opportunity of our ministry hosting our own future tourney. It is a certainty that there are more hockey players lurking amongst the CVSE, Field Services, Regional and District staff throughout the province. ♦

CORRECTION

In the February 2009 edition of RoadRunner, there was an error in *Contest Generates Photos of Bulkley-Stikine*.

Mark Savage was the photographer of these Sandhill Cranes and was pictured among the content winners. (He had been identified as *Mike* Savage.)

Photos Show Highways History

Submitted by Doug Wells, former employee

These pictures were taken when my father, Norman Wells, was part of the highways bridge patrol.

He was with the bridge patrol until about 1965. Then he became Highways Manager for the Chilliwack District.

We lived in West Vancouver when he was with the bridge patrol. I have a few memories of him coming home for lunch on one of the motorcycles, which wasn't often.

I also remember being about six years old when he took me across the yet not opened Port Mann Bridge. I used to read the Road Runner when I was younger, as I got to visit my dad, at the office at the Lions Gate Bridge.

I also remember that the traffic control lane lights were all manual operated switches on a console, to change the lane directions on the Lions Gate Bridge.

I remember when he would get called out for jumpers on the Lions Gate Bridge. Another instance that sticks out in my mind is when he was called to go to the Hope Slide.

Looking at Dad's obituary it looks like he joined the Department of Highways in 1958, a year after I was born. Dad retired around 1978 from the department, and passed away, in 1996.

Editor's Note: Doug Wells is an electrical contractor in Kamloops. Doug spent a few summers in his later teens working for highways maintenance in Cloverdale and Agassiz. ♦

Acronym Crossword Answers

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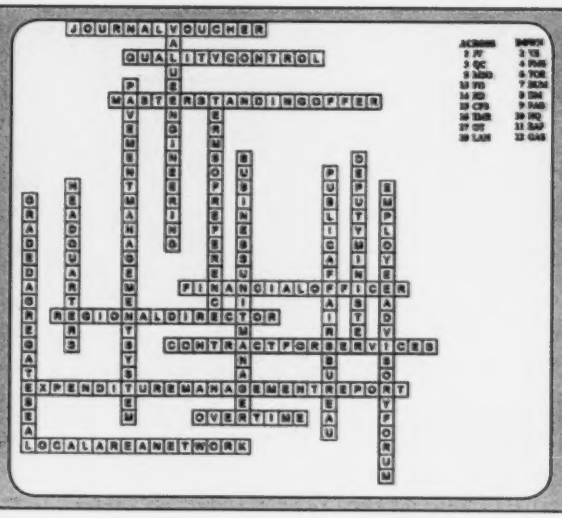

Cariboo District Staff
Shave Heads for BC Transplant Society

Submitted by Margie Henley, Acting Area Manager

Cariboo District Manager Todd Hubner, Area Bridge Manager Al Kennedy, Roads Manager Russ Roberts Area, Operations TELP Eric Graham and Development TELP Ryan Evanoff, shaved their heads recently to raise money and awareness for the BC Transplant Society.

The fundraising effort was hatched in the Cariboo District by Michelle Bell, Sharon Beck and Loreen Russell, and their efforts soon spread across the region. Altogether more than $1,600 was raised (exceeding the goal of $1,000) and 70 new donor registrations were collected.

Recently, district Operations Technician Len Sauchuk, had surgery to repair an aneurysm on a previously transplanted kidney. The surgery was completed but the outcome resulted in his transplanted kidney not functioning properly. Currently Len is on home dialysis and will be back on the transplant list this summer awaiting a new kidney. Another member of the Cariboo District Team, Loreen Russell, lost her daughter in a tragic accident, in late 2007.

Before: Eric Graham, Ryan Evanoff, Todd Hubner , Russ Roberts and Al Kennedy full heads of hair.

After: Some of the gang went for full-scale shaves, while others hung on (barely) to about 1/8th of an inch of hair.

Loreen and Mike donated Melissa's organs and this selfless act helped the lives of 11 people. Cariboo District encourages everyone at the Ministry of Transportation and Infrastructure to consider being an organ donor. The organ donor registry replaces all previous ways of recording your wishes.

For more information call 1-800-663-6189 or register online at www.transplant.bc.ca. In British Columbia, the need far outweighs the number of organs available for transplant. ♦

South Interior Bowls Strikes for Tykes

Submitted by Crystal Chenier, Secretary

For a seventh year, the South Interior Regional Office has bowled for Strikes for Tykes. This is a great annual event to benefit Big Brothers and Sisters, which took place Feb. 26, in Kamloops.

Our goal was to raise $1,500 this year and we raised $1,511. Way to go team! The first game we had Maurice Lefrancois with the top score of 153. Deb Luison came in second by bowling 150, and Crystal Chenier took third place with 135.

In the second game, there was our little ringer – Bonnie Cameron – who came in with an amazing 234. She bowled seven strikes with two turkeys (turkeys are three strikes in a row) – wow! Second went to Maurice with 154 and third to Elaine Shibata with 128.

Jeanne Reeves and Crystal Chenier won door prizes, with Jeanne receiving a Dewalt screw set and Crystal getting a gift certificate for Fountain Tire. Thanks to all who supported us with their pledges. ♦

Ministry bowlers were hard to miss in their safety vests and dazzling green hair (symbolizing the greenery along the highway). Back Row: Elaine Shibata, Maurice LeFrancois, Bernadette Aura, Teuta Hoti, Bonnie Cameron and Penny Radies. Front Row: Corinne Chartrand, Deb Luison, Crystal Chenier and Jeanne Reeves.

Janice Stevens and Louise Barrand Retire

Submitted by Fernanda Badke, Regional Administration Clerck

A retirement luncheon was held on Jan. 28, at Eagle Creek Golf Club, to celebrate the retirement of Janice Stevens and Louise Barrand from government service. The event was well attended as a large number of colleagues, co-workers, friends and family came to honour Janice and Louise.

Janice completed 36 years of government service. She began her public service career in 1968 and went on to work in several different ministries. She spent the last half (17.5 years) of her working career at the Ministry of Transportation and Infrastructure and professes that it has been the best place to work.

As she sets off on her new path, Janice plans to do extensive travelling as much as funds will allow.

Louise completed 30 years of government service. She began in 1973, working for the Ministry of Lands and went on to work in several different ministries and branches. She spent the last 13 years of her working career at our ministry. Louise also attests that this has been the best place that she worked.

As Louise opens a new chapter in her life, along with her husband Jim, they plan to travel, do volunteer work and spend quality time with family and friends.

Janice Stevens (left) and Louise Barrand (right) are congratulated by South Coast Regional Director Tracy Cooper.

Both Janice and Louise believe that it's the people at our ministry that have made all the difference. They are leaving many friends behind and with many fond memories. We will miss Janice's positive attitude and unfailing sense of humour, and Louise's forever friendly and sunny disposition. We wish them both a long, healthy and happy retirement! ♦

Best Wishes to Willy Decker – Let the Golden Years Shine!

Submitted by Tony Gazdik, Manager, Property Services

Willy was a master at unravelling the mysteries of property titles and descriptions.

The plan was large and rolled into a tight roll in the protective tube. When released, it jumped like a crazy horse and started hurtling from the reviewing table to the ground.

The man quickly grabbed the rest of the plan and stopped the unruly plan's attempt at desertion.

Then, he skillfully got the plan under control and began the work, searching for a property somewhere along the Trans Canada Highway. The cryptic name of the property was actually a legal description. Something like "Lot Rem A District Lot 1973 (Expl. Plan October 29) Except...and Except...and Not Including ...New Westminster District".

Reading legal property description and titles, would be for most people like reading hieroglyphs – something quite challenging.

But, for a special breed of person, like Willy Decker, this was a routine. Reading and manoeuvring through complicated property measurements and descriptions, explanatory plans and sections of the Land Title Act and Land Survey Act was almost fun. A ministry employee of 35 years, Willy's official titles gave him away as Property Manager/Land Survey Coordinator. It was a title long enough to match the length of highway plans and confuse anyone who was not exposed to more than a property assessment notice or eating instructions on the pizza box.

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Best Wishes to Willy Decker – Let the Golden Years Shine!

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For years and years, Willy helped and provided service to volumes of people in the ministry and outside, set up surveys and contracts, sent scores of plans to the Land Title Office, or sometimes even sent plans back to surveyors for correction. He dealt with nice people and irate people from all walks of life. Yet, through all these years, he remained content and treated everyone he encountered with respect.

Willy first started working at BC Ferries in 1973, and then his adventurous spirit landed him in the property services section of the South Coast Region. His friends and colleagues appreciate him for his great work spirit, professional skills and camaraderie. He built up excellent knowledge in property matters and property management. Many people came and asked him for advice and help, and many people now will be missing that advice and hard work; and will have to do their work without the benefit of Willy.

As of April 1, Willy decided to close the ledgers, lease and road closure files, and cease deciphering mysteries of titles origins and getting up early in the morning for work. Yes, he decided not to go for coffee breaks anymore or plan holidays or make the meetings. Everything melted into nice and tasty hash browns and black coffee, at Tim Horton's, at any time of the day, or into just doing what he wants.

So, our miniature property service group here at the South Coast Region is wishing Willy happy retirement, good spirits and solid health. And we are sure that there are a multitude of well wishers, out there, wishing Willy a great new life.

Willy, let the golden years shine! ♦

Stan and Denise Take Roads to Retirement

Submitted by Lynda Lochhead, District Development Technician

The time finally arrived for two staff members of the Okanagan Shuswap District – for Roads and Signs Manager Stan Warkentin, to put away his paint brushes, fingerboards and telspar post, and Area Manager for Princeton and surrounds Denise Bollinger, to turn in her records book and steel-toed boots.

It was time for them to hand in their keys and merrily walk away into the sunset, and to send them off, a formal celebration was held on Jan. 17, at the Summerland Waterfront Resort Hotel.

Happy retirees Stan Warkentin and Denise Bollinger.

Operations Manager Jeff Wiseman was the host for the evening. The ever popular iceberg-shaped and meritorious plaques were presented, and letters from the Deputy Minister were read congratulating Stan and Denise on their many accomplishments and wishing them good health in their retirement.

Stan was presented with a full-size replica of a brass transit, and a GPS for his upcoming travels with his wife.

Operations Manager Jeff Wiseman congratulates Stan Warkentin.

Denise was presented with a gift certificate for a day of royal treatment at one of her favourite spas located at a local winery in the South Okanagan. She also received various fun gifts.

Area Manager Scott Lain produced two PowerPoint presentations for both retirees that had everyone laughing and smiling in appreciation of their coworkers' many contributions over the span of their careers with the ministry.

Stan was presented with a road sign in his honour: Warkentin Way. Denise received a sign for Bollinger Blvd.

Stan was joined by his wife Lynn, daughters Kate and Amy, and son-in-law Jeremy. Denise was joined by her husband Gord and her mother Florence and father-in-law Roy.

Argo Road Maintenance staff (affectionately known as The Argoians) also attended and presented gifts of appreciation, to Stan and Denise, as thanks for their dedicated work with Argo on all the varied issues the ministry and company jointly shared.

After the formal part of the evening, the real celebration moved up to the hospitality room. There are plenty of pictures of the festivities which were put onto CDs for Stan and Denise to view at their leisure.

We will miss Stan and Denise – all of us at the Okanagan Shuswap District wish them excellent health and safe travels wherever they roam in the world. We will keep in touch, as these two are people you do not let slip out of your life! ♦

Bollinger Blvd and Warkentin Way signs.

Ministry of Transportation and Infrastructure

Staff Roundup

The ministry's new Finance and Management Services Assistant Deputy Minister is **Nancy Bain**. **Liz Kenny** is on a temporary assignment, working as Executive Coordinator with Nancy Bain.

Brenda Mielke is Executive Coordinator to Deputy Minister Peter Milburn. She will be working with Senior Executive Assistant Stephanie Shaw.

Samantha Eburne is the Executive Coordinator to Chief Operating Officer Dave Byng.

The Vancouver Island District's new electrical services manager is **David Sarsiat**, who replaces **Sandy Quesnel** who retired at the end of December.

The Lower Mainland District's **David Holloway** was the successful applicant for the recent Manager of Electrical Services competition in New Westminster.

Yasser Abdelghany is the Construction and Maintenance Branch's newest Construction Standards Engineer.

The Northern Region's Regional Aggregate Resource Manager is **Satish Prasad**.

Svein Haugen is with the Partnerships Department, as Director of the Land Management Branch.

Dave Gaddes is Manager, Project Management in the Transit Branch, of the Partnerships Department.

John Dowler is the Director of the Properties and Business Management Branch.

Giesila Decker is Project Management Technician with the South Coast Project Management Group.

Sandra Jackman is the Manager, Financial Planning, in the Finance and Management Services Department in Victoria.

Maggie Mao is an Engineer in Training, with her first assignment in the Engineering Branch, at HQ. ♦

West Kootenay Welcomes Three New Members

Submitted by Lisa Canfield, District Services Manager

The West Kootenay District is excited to announce the addition of three new members to its team.

Michele Ihas has recently been the successful applicant in the district for the title of District Development Technician. Michele has been working in the West Kootenay District for the last six years, with a good portion of that assisting the development section then acting in the current position for over a year.

Her local knowledge as well as her experience in our ministry and her overall enthusiasm are welcomed to the West Kootenay team.

Catherine Littlewood, Michele Ihas and Lori Otto in the West Kootenay District office.

In Michele's absence, Catherine Littlewood has been "holding the wheel" on the front lines from the clerical perspective. Catherine is a long-time Kootenay resident and knows the area well. Just recently, Catherine was confirmed in her position as our permanent District Clerk (Michele's old job) and we appreciate having her with us, as much as she is happy to be part of our team.

Last, but by no means least, the district gives a big welcome to Lori Otto. Lori is the district's latest team member to join the district from the Coquihalla Toll Plaza. She is the West Kootenay District's Office Assistant and is enjoying exploring the area and learning what our district has to offer.

Congratulations and a hearty welcome to Michele, Catherine and Lori! ♦

In Memoriam: Craig Williamson

Submitted by Derek Drummond, CVSE Manager

The Peace District is sad to announce the passing of Commercial Transport Program Officer Craig Williamson, with the B.C. Provincial Permit Centre in Dawson Creek.

Craig passed away suddenly on Jan.12.

Craig had been a ministry employee since 1992, beginning his career as a Revenue Officer and later as an Assistant Manager with the Coquihalla Toll Plaza, before taking an opportunity in December 2006 to become part of the B.C. Provincial Permit Centre team.

Craig was a hard worker and took pride in his job and the work he did. He was a quiet person, but would do anything for you if you needed it.

Craig was an individual that was truly proud of his role within CVSE and the ministry. Craig was a valuable member of the team and he will be greatly missed by his co-workers and peers. He is survived by his mother, two brothers, and one sister in Victoria. ♦